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TO-DAYS DOLLAR. — The closing rate of the dollar on demand, to-day was 1/10 13/16.

No. 27,287 HONG KONG, WEDNESDAY, SEPTEMBER 18, 1929. PRICE \$3.00 Per Month.

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PERHAPS ITS EYES
Our careful and up to date examination with modern equipment by fully qualified European optometrists, will diagnose your eyesight troubles. Make an appointment to-day.
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"THIS UGLY PHOTO" WHERE THE MONEY GOES

WRITING ON EXHIBIT IN THE RAPE CASE
A LETTER TO PRISONER

"Dear Olivia,—Receive this ugly photo of mine as a token of my affection to you. — Very kindly yours, Nati."

This was the official translation of the writing on the back of an exhibit in the Supreme Court this morning during the resumed hearing of the Filipino rape case.

It was alleged that the woman complainant, Natividad Frailadora, had written words to that effect on the back of a photograph taken at the behest of the prisoner, Luis Olivia, a barber, who faces an indictment of rape and indecent assault on the woman, and common assault against her husband.

Mr. J. H. Bottomley, engineer, Public Works Department, was called by Mr. H. K. Holmes, C.B.E. (Crown Solicitor) this morning. Plans of King's-terrace, Kowloon (in No. 5 of which the events are stated to have occurred), were produced.

Window-Curtains
The woman then resumed, on oath, her evidence-in-chief, which had begun yesterday afternoon.

Mr. Holmes questioned her about the curtains of a window in the room in which prisoner is alleged to have locked himself with witness.

With the approval of the Judge (Mr. Justice Wood), Mr. Holmes directed the woman to demonstrate at one of the Court windows how these curtains were hung.

After the woman had made certain gestures and said something, Mr. Holmes said "I don't want to quarrel with the interpretation, my Lord, but it is apparent that witness signified certain things which the interpreter has not referred to."

The purport, Mr. Holmes explained, of his assertion was to ensure that the Crown witnesses would not disagree on a certain important aspect, because Detective Sergeant Fitches (who is in charge of the case) is also to give evidence about the curtains.

"Threat to kill Me"
His Lordship thereupon directed witness to return to the box. In reply, she said she could draw the position of the curtains. Paper and pencil were supplied and she drew an outline.

At a later stage of his examination, Mr. Holmes asked—"It has been suggested that you are fooling both your husband and this man (meaning the prisoner)?" — Witness—"No."

Are you in love with this man? — No. I am not in love with him; I am afraid of him.

Have you ever been in love with him? — No. I have never been in love with him; I am afraid of him.

In respect of the acts for which you asked your husband's forgiveness were you ever in love with this man? — No. I told him repeatedly that I did not want to have anything to do with him, but he threatened to kill me.

Prisoner's Questions
Difficultly was experienced in regard to Filipino dialects in regard to another question. His Lordship therefore asked other questions in lieu, to which witness replied that she did not submit to prisoner on July 20 (the date mentioned in the indictment), that she resisted, and that she also struggled. Prisoner told me, she added, that he would kill me if I did not comply, and also that something he had done to her he had done previously to a woman in Manila.

When told that he could ask the witness any questions he liked, prisoner cleared his throat on several occasions and nodded whenever he was admonished "Be quiet" by his Lordship for interrupting.

Prisoner put it to witness that the first time he visited her was on May 16. This witness denied, giving the date as June 16. Witness also said that she remembered the date because prisoner then asked her her age and she told him that she had become 18 on June 10. Prisoner made certain assertions in connection with the date, May 16, but witness denied that they were true.

LEAGUE WIRELESS

SHORT WAVE TRANSMITTERS FOR EUROPE
SCHEME APPROVED

The sub-committee of the League of Nations is unanimously in favour of the proposal for a League wireless station, to be worked normally by a Swiss wireless company, and handed over to the League in times of crisis.

The Swiss wireless company will undertake to establish alongside the existing station at Frangin, near Geneva, short wave transmitters for extra European communications.

The League will pay 200,000 Swiss francs annually for the first few years, but the amount will diminish as exploitation increases.—Reuter.

(The question of the League of Nations' own wireless station in times of crisis was re-opened on a motion of Viscount Cecil, who proposed that steps should be taken at the earliest moment to provide such a station capable of communicating with League members throughout the world although in peacetime its use might be determined by financial considerations.)

Public Works, Extraordinary—Circular Road, New Territories, Circular Road, Ngau Tau Kok to Shatin via Sai Kung. Preliminary Works \$5,000.

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Public Works, Extraordinary—Hong Kong, Miscellaneous, Purchase of M.L. 187A and payment in reference to Kowloon site \$180,000.

The Trustees of the Sailors' Home and the Missions to Seamen propose to amalgamate the two undertakings. As part of the scheme of reconstruction, the Secretary of State has approved the resumption of the present site of the Sailors' Home at West Point—M.L. 187A—for \$800,000, plus a sum of \$100,000 for the surrender of all claims to the promised site in Kowloon. The total payments to be spread over a period of five years.

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KING'S HEALTH

PROGRESS TOWARDS FULL RECOVERY
SHOOTING EXPEDITION

London, Yesterday.
It is learned that the King has made such excellent progress towards complete recovery that preparations are being made for a day's shooting for him at Sandringham, provided the weather continues to remain fine. Shooting and yachting are the King's favourite pastimes.

This year he was unable to sail his Cutter "Britannia" at Cowes Regatta. It was also considered most unlikely when he left Bognor Regis that he would be able to go out with guns this autumn.—British Wireless Service.

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RENOUNCING WAR

QUESTION OF MODIFYING THE COVENANT
NO AGREEMENT YET

Geneva, Yesterday.
The First Committee of the League, dealing with constitutional questions, after long discussion, decided to appoint a sub-committee to decide whether any action was possible during the present session of the Assembly in regard to the British proposal to modify Articles 12 and 15 of the Covenant of the League with a view to making the text of the Covenant conform with the text of the Paris Pact renouncing war.

Geneva, Later.
The sub-committee were unable to reach agreement on the text of Article 1 of the Financial Aid Convention.

M. Politis (Greece) submitted a resolution instructing the Committee on arbitration and security to draft a text for submission before a special conference, or next year's Assembly.—Reuter.

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STOLEN \$1,100

INDIAN MERCHANT'S LOSS FROM SAFE
A SMART CAPTURE

Sentence of four months' imprisonment with hard labour was passed by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning on Tin Wah (22), who pleaded guilty to a charge of stealing \$1,000 in notes from the safe of his employer, Shadi Lal an Indian merchant at Whitfield Barracks.

Det. Sgt. Humphreys stated that the defendant succeeded in getting to Sha Tau Kok after being without food for two days on the hillside at Kowloon Tong, where he hid after he had committed the theft.

At Sha Tau Kok, however, the defendant was arrested smartly by Lance Sgt. Collins who thought he looked very suspicious. There were a few scratches on his face. On taking the defendant's hat off, he found, to his surprise, a \$500 note! The rest of the money, with the exception of \$20, was subsequently recovered.

His Worship told the complainant that he should not leave his key to the safe on a table as that was a direct temptation.

Sgt. Humphreys pointed out the interesting fact that the defendant could speak Hindustani fluently as he had been in the Barracks for four years and had worked as a salesman for the complainant for fifteen months.

His Worship congratulated Sgt. Collins on the good work he did in effecting the arrest of the defendant.

The defendant alleged that his complainant had not paid him his wages of \$13 for two months, and also that the other Indian employees of the shop had ill-treated him!

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In connection with the improvements in the wireless telegraphic services approved last year, it was intended to erect three buildings at the Peak Wireless Station and centralise all transmitters there. One building and two masts have been completed and exhaustive tests for short wave results indicate however, especially for long wave working, that Cape d'Aguilar will provide more efficient results.

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DRAFT PROGRAMMES and ENTRY FORMS for the SIXTH EXTRA RACE MEETING to be held on MONDAY, 14th October, 1929 (weather permitting) may be obtained at the Race Course, Hong Kong Jockey Club and Causeway Bay Stables.
Entries CLOSE at 12 o'clock Noon on MONDAY, 30th September, 1929.
Hong Kong, 17th Sept., 1929.

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The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—

Hike, from Shanghai.
Buckwhart, from Kobe.
Ramsay, from Yokohama.
Cox, Prince's Bldg., from Tokyo.
E. V. JESSEN,
Superintendent.
Hong Kong, 12th Sept., 1929.

THE EASTERN EXTENSION
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The following unclaimed telegrams are lying at the E. E. Telegraph Co. office, Hong Kong:—
Radioall, from London.
Branho, from Kelung.
S. LACE,
Superintendent.
Hong Kong, 12th Sept., 1929.

CHILEAN PROGRESS

GREAT IMPROVEMENT IN RECENT YEARS ENCOURAGING OUTLOOK

[From a Correspondent of the
"Financial Times"]

Mainly owing to the energetic action of the Government of President Ibanez, the financial and economic position of Chile shows a great improvement upon the situation for some time back, and there is every indication that the progress made in 1928 will this year not only be maintained, but be considerably augmented as the reforms introduced by the Government make their influence fully felt.

The improvement effected in the financial position alone is remarkable. Whereas for several years previously Government expenditure exceeded income, sometimes by very considerable amounts, last year there was a favourable balance of about £1,000,000—nearly double the amount anticipated by the Finance Minister when he framed his Budget estimates for 1928.—This year it is calculated the revenue will be £27,375,000 and expenditure £26,775,000, the Minister of Finance anticipating a surplus of £1,300,000.

Dawn of Prosperity
The improved financial position has had an important influence on the economic situation in Chile. That, together with the reforms initiated by the Government and the revival of the nitrate industry, has brought about the dawn of an era of prosperity such as the country has not known for many years past. A general feeling of confidence is felt in commercial and industrial circles; trade generally has improved and there is every indication that it will continue to make headway.

That there is ground for the assumption that the progress made last year will continue is shown by the fact that Customs returns for the first month of 1929 showed receipts totalling £1,950,000, as compared with £1,265,000 for the corresponding period of 1928. Import duties very considerably increased to £725,018, as compared with £474,000 in January of last year. Deposits in commercial banks have increased to over £7,500,000 while those in savings banks have been augmented from £4,900,000 in 1927 to £5,025,000 in 1928. The value of real estate in Chile has increased to just over £350,000,000.

This year the Chilean Government is spending £5,625,000 on the carrying out of a public works programme, the money being obtained by a series of loans to be raised in London, New York and in Chile. The internal loan for £625,000 has just been floated, and was many times over-subscribed. Of the £5,625,000 to be disbursed, £1,730,000 will be expended on sundry projects including road making; £1,632,000 on port works; £1,175,000 on buildings; £625,000 on railways and £450,000 on irrigation works.

Key Industries
Of the key industries of Chile, mining made substantial progress during last year, especially copper. The high price of this metal, lately prevailing, led to a great stimulus of production and Chile's part in supplying the world with copper established a record, the total production in 1928 being 270,000 tons, 30 per cent. more than had ever been produced previously. The coal industry is in a less favourable position than any other business in Chile in spite of the fact that recently a heavy tax was imposed on imported fuel. Production declined last year and is still on the downward grade.

Agriculture, the leading industry of the country, is making a very substantial advance. During the season 1928-29 the area devoted to wheat was augmented by 29.27 per cent. The total area of land under cereal cultivation in Chile has increased during the past twelve months by about 40 per cent. Under Government auspices an agricultural bank began to function a few months ago and has already made advances to agriculturists totalling £1,400,000. The bank lends money up to 65 per cent. of the value of rural property for a term not exceeding five years, the loan to be used for farm improvement, the purchase of live stock or of farm equipment.

Irrigation
The Government is also paying special attention to the irrigation of farm lands, and have on hand schemes involving a total outlay of £4,000,000. The Ministry of Agriculture is also establishing eight agricultural experimental stations at a total cost of £50,000. In Southern Chile this season farmers commenced the extensive cultivation of hemp, the seed being provided by the Government, which is also giving encouragement to the growing of flax and sugar beet on a considerable scale.

The unemployment difficulty brought about by the decline of the nitrate industry about a couple of years ago has now not only been got over, owing to the augmented activity of nearly all branches of

FLY CAMPAIGN

PROPOSED PROPAGANDA BY POSTERS

SANITARY BOARD ACTION

At the fortnightly meeting of the Sanitary Board, yesterday afternoon, it was disclosed that a campaign for the display of posters depicting the dangers of the spread of diseases by flies and dirt is to be commenced by the authorities.

Those present at the meeting were Mr. W. J. Carrie (Chairman), the Hon. Mr. H. T. Cross, Dr. H. A. Fawcett (M.O.H.), Dr. W. V. M. Koch, Mr. Wong Kwong-tin, Mr. T. N. Chau, Mr. M. K. Lo, and Mr. J. Watson (Secretary).

Referring to the proposed posters on the fly peril and on tuberculosis and spitting, the Chairman said that members were circulated for their views as to whether the posters, in colours if possible, should be printed and circulated. The question of where they should be posted would have to be gone into. He had asked for the expression of opinion by the members whether the experiment should be tried. They might not be able to do much.

The Board did not intend to ask the Government for additional funds. They had some funds which if the Board recommended it, might be spent on the experiment. It was only desired to make a start this year.

Mr. Carrie proposed that the suggestion be submitted to the Government, that the Board make a start on the idea of painting out to people certain specified dangers, in the present case, of flies.

The proposal was adopted.
Concession to Stallholders
On the suggested abolition of "sundries" stalls from Reclamation Street Market, the Chairman said that sites in the market were originally let to dealers in "sundries" (principally dried fish and bean curry) owing to the fact that there were insufficient sellers of fresh food-stuffs to fill all the vacant sites.

As the place developed, however, it had been found necessary to issue "sundries" stallholders with notice to quit in order to make way for fresh food-stuff stalls. This did not mean, however, that the "sundries" merchants would be put right out of business because they could still sell their wares outside the market.

Extension Granted
The stallholders concerned were accordingly given notice to quit by the office of June last, when he took over the notice was extended to expire on September 20. Thus they had received at least six months' actual notice. Mr. M. K. Lo asked whether the public would be prejudiced by granting a further two months' extension. The Chairman suggested that notice be given to expire on December 31 of this year.

The Board agreed to this course.
Sanitary Inspectors
A minute was tabled by the President authorising Sanitary Inspectors C. D. Reid, J. T. Lacey, G. B. Frost, and W. E. Allen to enter premises and inspect and seize unwholesome food. Mr. M. K. Lo pointed out that the number of Inspectors already totalled 60 or 70 and the Section referred to in the Ordinance gave them powers to enter premises at any time during the night or the day. This was likely to inconvenience large firms and the speaker suggested that the powers given by the Ordinance should only be granted to a very few Senior Inspectors.

Minute Withdrawn
The Chairman did not agree but pointed that it would be a difficult matter for the Sanitary Department to work efficiently in this respect if one man was authorised and another was not. If, for instance, a junior inspector discovered the slaughtering of pigs going on at night on certain premises and had to run about to find some senior officer to take action, "the game would be up."

Cases of this kind were not numerous, he added, and were few and far between. Mr. Lo asked whether the Chairman thought the case would be met by giving authority to each and every inspector of the Department to enter all slaughter houses? That was a different matter and would possibly meet with public approval.

But private shops—and the Ordinance mentioned "any premises"—were another matter. Why not make some limitation of the Inspectors' powers? Under the terms of the Ordinance, Inspectors could enter any premises.

The minute was withdrawn.

PRICE OF A BOY

The Swiss Federal Court at Lausanne has just had to settle the delicate question of the "marketable value" of a ten-year-old boy, who had been knocked down and killed by a motor-car. Besides the sum of forty pounds granted to him by the Court, his father asked for a further indemnity on the ground that his son would have been able to assist him in his old age. After very complicated calculations and with due consideration to all future possibilities and probabilities, the Court allowed him a grant of ten francs a month from his sixtieth year onward. The present value of this old-age pension was fixed at 380 francs.

Industry, but there is an increasing shortage of labour, and the situation promises to become acute during this year as the Government's public works programme is developed. It may be mentioned that many of the men have been absorbed in other industries, and are being replaced by labourers from Peru.

TO-DAY'S RADIO

BROADCAST BY Z.B.W.

ON 350 METRES

The following programme will be broadcast to-day from the Government Broadcast Station Z.B.W. on 350 metres.

5.30-6.30 p.m.—Programme of Chinese Music. (Records supplied through the courtesy of Sincere Co., Ltd.).

7.48 p.m.—Evening weather report.

8 p.m.—Evening Programme. (Victor & H.M.V. Records supplied through the courtesy of S. Moutrie & Co., Ltd.).

"The Glow-Worm—Idyl",
"Hearts and Flowers—Intermezzo",
Victor Concert Orchestra.
"Valse Brillante" (Chopin),
"Valse Caprice" (Rubinstein),
Piano Solo,
Ignace Jan Paderewski.

"Amazilia" (Lacaille),
"The Little Tipler", Organ Solo,
Jesse Crawford.

"On Wings of Song" (Mendelssohn),
"I Jota (de Falla); 2. Puck (Grieg);
Violin Solo Jascha Heifetz.

"Tears on a Cold Stormy Night",
"Only a Flower" (Kaufman),
Vocal Trio The Tietze Sisters.

"1812 Overture" (Tchaikovsky),
Royal Opera Orchestra,
Covent Garden.

"There is Somebody Waiting for Me",
The West House "Bang the Heather",
Comedian Sir Harry Lauder.

"Apres Un Reve",
"Chanson Villageoise",
Violoncello Solo Fable Casals.

"When Day is Done",
"Soliloquy" (Bloom),
Paul Whiteman and His
Concert Orchestra.

"The Sergeant's Song" (Holst),
"The Mill-Wheel", Bass,
Robert Radford.

"Moment Musical" (Schubert),
"Rosamunde—Ballet Music",
Philippine Symphony Orchestra.

"Out of the Night" (Lidgely),
"The Yeoman's Wedding",
Baritone Percy Heming.

"A Perfect Day",
"Mother Macree", Violin, Cello and
Piano Victor Salon Trio.

"Invictus" (Hobn),
"Trees" (Rasbach), Baritone,
John Brownlee.

"National Emblem March",
"Ghts Out" (McCoy), March,
Arthur Pryor's Band.

"Lilies of Lore",
"A Rose for Every Heart",
Tenor John McCormack.

"The World is Waiting for the Sunrise",
"Rose in the Bud", Baritone,
Reinhold Werrenbach.

"La Boheme—Potpourri" (Puccini),
Piano Mark Weber and His
Orchestra.

1.30 p.m.—Close Down.

RUSE TO AVOID TAX—

Ref. is received from "Prohibition Agent" a Detroit-Windsor area state at an undervalued amount of liquor consigned to the United States from Canada is redirected back again into Canada without touching the American shore-line, to avoid paying the Dominion liquor tax of \$9 per gallon. Windsor, Ontario, is on the Detroit River opposite Detroit, U.S.A.

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COMMITTEE CHAIRMAN ADAMANT

STRANGERS' SNACK BAR

Mr. Joseph Compton, the first Labour M.P. to be chairman of the Kitchen Committee of the House of Commons has entered on his duties, which are purely honorary, with zest.

Appropriately enough, Mr. Compton was born at Cookstown, N. Ireland.

He has many reforms in his mind, but he holds out no hope to M.P.'s who have asked for fish with their tea.

"The situation for the tea room will not permit of it. The constant movement of the doors between the library and the newspapers room would carry the smell of fish all over the place. That would never do."

Visitors to the House of Commons will be pleased to hear that the new kitchen committee is determined to improve the strangers' snack bar. This has long been a matter for reproach.

"What about porridge?" Mr. Compton was asked. He hesitated before replying. "Only one M.P. is faithful to his porridge every night," he said, without mentioning any name.

Inquiry elicited that the Rev. James Barr, the Labour member for Motherwell (Lanarkshire), is the faithful one.

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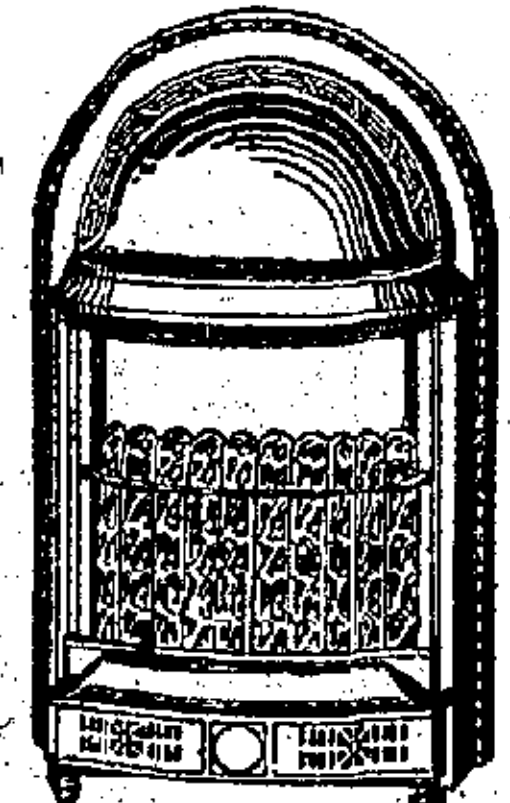
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TAIYO MARU	Wednesday	14th October.
SEATTLE, VICTORIA via Shanghai & Japan Ports.		
YOKOHAMA MARU	Monday	23rd September.
MISHIMA MARU	Monday	21st October.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via Singapore, Penang, Colombo, Suez.		
KITANO MARU (Calls Hull)	Saturday	21st September.
HARUNA MARU	Saturday	5th October.
SYDNEY & MELBOURNE via Manila & Ports.		
TANGO MARU	Wednesday	25th September.
AKI MARU	Wednesday	23rd October.
BOMBAY via Singapore, Penang, & Colombo.		
TOTTORI MARU	Friday	27th September.
AWA MARU	Friday	11th October.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.		
RAKUYO MARU	Tuesday	24th September.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.		
KANAGAWA MARU	Tuesday	24th September.
NEW YORK, BOSTON via Panama.		
TOBA MARU	Tuesday	1st October.
USON MARU	Friday	11th October.
LIVERPOOL via Port Said, Constantinople, Genoa.		
LYONS MARU	Friday	20th September.
CALCUTTA via Singapore, Penang & Rangoon.		
GENOA MARU	Wednesday	9th October.
SHANGHAI, KOBE & YOKOHAMA.		
AKI MARU (Nagasaki direct)	Friday	20th September.
TOYOOKA MARU	Friday	20th September.
BENGAL MARU	Friday	27th September.

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RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore, Colombo, Durban & Cape Town.		
LA PLATA MARU	Friday	4th October.
BOMBAY—Via Singapore & Colombo.		
SUMATRA MARU	Friday	20th September.
CHIEF MARU	Friday	4th October.
(Calls at Karachi).		
DURBAN, LOUENCO MARQUES, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.		
CHICAGO MARU	Monday	23rd September.
CALCUTTA—Via Singapore, Penang & Rangoon.		
INDUS MARU	Friday	20th September.
TACOMA MARU	Wednesday	2nd October.
(Calls at Belawan Deli).		
VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from Shanghai.		
ARIZONA MARU (From Shanghai)	Monday	23rd September.
MELBOURNE—Via Manila, Brisbane & Sydney.		
BURMA MARU	Thursday	3rd October.
HAIPHONG—Via Hanoi & Pakhoi.		
MENADO MARU	Thursday	19th October, 10 a.m.
NEW YORK—Via Japan ports, San Francisco & Panama.		
JAPAN PORTS.		
SEATTLE MARU	Tuesday	24th September.
HONOLULU MARU	Friday	27th September.
KEELUNG—Via Swatow & Amoy.		
IOZAN MARU	Sunday	22nd September, 3 p.m.
TAKAO—Via Swatow & Amoy.		
DELI MARU	Thursday	26th Sept., Noon.
TAKAO & KEELUNG.		
BATAVIA MARU	Sunday	18th October.

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SHIPPING SECTION.

CANADA'S PROGRESS

DEVELOPMENT OF BUILDING SINCE THE WAR

KEEN COMPETITION

The casting of wooden ships half a century ago by the steel product was disastrous for scores of shipyards in the Maritime Provinces of Canada. Thousands of men, trained to the building of that type of vessel, were reduced to unemployment, in many cases to penury. Sixty-six years ago 22,000,000 worth of Canadian-built wooden ships were sold, in one year, to the United States. In the same year an even greater tonnage was turned out of Canadian yards for home account and to satisfy the requirements of the United Kingdom. Probably 25,000,000 would not cover the total value of the annual output about that time.

Considering the purchasing power of the pound in those days it is evident that Canada was producing ships at a value of money, worth at least 210,000,000 a year. The stroke of misfortune which fell on the industry by the introduction of steel hulls and steam power, instead of wooden hulls and wind power, was so severe a blow that some towns and villages, quite prosperous before that, dried up and houses became untenanted and shops were closed and shuttered.

The efforts of Canadian financiers to establish shipyards similar to those on the Messey, the Clyde and the Tyne met with little success. The United States lured out Canadian-built ships, to a very large extent, by a high tariff, while in the United Kingdom cheaper labour, more expert experience, and abundant capital, made it difficult, if not impossible for Canadians to compete in either of these markets. Up to the outbreak of the war the shipbuilding industry in Canada was, therefore, at a low ebb.

Remarkable Rise and Fall
But the war did for Canadian shipyards what nothing else could have done. It not only gave a tremendous fillip to operations, but put into training for such work a large number of men who could not have been employed at an economic wage under the ordinary conditions of peace time competition. By 1919 Canada had risen to fourth place in the world in the production of tonnage—225,264 tons—and to third place in the number of ships produced—148. From almost zero in 1914 to a high standing in point of volume in five years has, perhaps, had few parallels.

The degree of war time efficiency in the construction of steel vessels could not, of course, be maintained when the artificial stimulus ceased, and in pre-war days Canadian yards were equipped for building ocean-going ships. By 1919, when the building boom was at its height, there were no less than 78 establishments engaged, in the various Canadian Provinces, in this business. The capital invested reached at that time \$14,171,000, while the output exceeded a value of \$12,000,000.

From that high plane of war time necessity the descent to the requirements of a world at peace was swift and devastating, just as in the years of British Empire the industry had been closing down left the Dominion with 40 fewer establishments, with capital cut to \$9,785,000, and production to a value of \$2,033,000. By careful management the losses sustained were, all things considered, even smaller than might have been reasonably expected, and rather less than feared by some of the trade journals of the Dominion.

The Industry To-day
Since 1923 the curve of the Canadian shipbuilding industry has had an upward tendency without a break. In 1925 about the same number of establishments were at work, but with a capital increase to \$8,102,000 and a gross production of \$2,448,000, more vessels being built in that year than at any time since 1919.

Will the industry continue to expand? That question has just been put to a Canadian now in England, who holds shares in two of the companies now operating. His reply is of interest: Shipbuilding the past few years has been a trying business, for us War-time prices were so high that profits were possible which gave an inflated value to everything. Nowadays we have to get down to brass tacks to meet the competition of British yards, which are, of course, our only competitors north of the line. And while we have not yet, and may not for some years, be able to construct the big trans-Atlantic liners at prices to compete with the yards over

here, we are nevertheless keeping that possibility in sight.

"Smaller vessels," he continued, "for use on our canals, on the Great Lakes, and for our many coastal services are, however, being built in Canada with no little success. Our trans-Pacific account will also increase now from year to year. As a shipbuilding, shipowning and ship-operating country Canada must take its place in the long run amongst the great maritime nations. That is inevitable with 12,500 miles of coast-line, our 11 canal systems—aggregating 458 miles—and with the largest fresh-water oceans of any country. Canada in the course of her emergence into a world power will eventually become one of the greatest in respect of her shipping interests generally. Her important position on the world's two great oceans makes that result inevitable."

Field of Small Craft
In the building of small craft, Canada has developed a business which takes in the American Continent as a whole. This line has been undertaken chiefly since the war, and grows yearly. The field for it there is very much larger than the field in Britain. In 1928, for instance, a hundred establishments so engaged, with a capital of considerable size, in which 680 workers found steady employment. Ontario, with its lengthy coast line on the Great Lakes, builds more pleasure boats and canoes than all the other provinces combined. These firms numbered 51 in Ontario, 15 in Nova Scotia, 13 in British Columbia, 11 in Quebec, 4 in New Brunswick and 3 in Manitoba, Saskatchewan and Alberta. Motorboats and launches built in that year numbered 448, row boats, skiffs and dories 1,922, and canoes nearly 4,000. The latter are employed for a variety of purposes. First used by the Red Indians, they have been accepted by the white man who drove them out as indispensable in a country like Canada. Many traders, trappers, prospectors and forest rangers could scarcely carry on their work without the aid of this light, portable and cheap method of water transport.

While supplying its own wants for practically all the smaller craft, Canada also does an export trade of British design. In 1928, for example, exports were valued in 1928, due to a decline in the demands of the United States, which seems to pursue a general policy of exporting at a maximum rate and of importing at the minimum. Imports of small craft into Canada were valued in 1928 at \$250,000, as compared with \$342,000 in 1927. This year some new Canadian firms have entered this particular field, as it is believed, in view of the imports of the past few years, that there is room for further local expansion.

Competition of U.K.
On the whole shipbuilding in Canada proceeds in 1929 on a fairly satisfactory basis. The large business interests of the Dominion do not conceal their desire to witness a greater growth in the building of large ships. Orders for these have been filled in British yards the past two or three years on a somewhat generous scale.

A Canadian financial paper asks: "What is needed to build ocean-liners here? The answer is simple and we have the demand for such vessels. If it is expert workmanship at an economic cost that is absent, efforts should be made to meet the situation. The Dominion Government—especially its encouragement of home industry by placing orders as possible with Canadian yards."

Some of the vessels now in the Canadian Merchant Marine are of Canadian construction, though it seems to be still the practice to place contracts for large and important vessels with British yards. The greater workmanship in Canadian yards has become equal to those factors in the yards of the United Kingdom, the position may become more favourable from the standpoint of Canadian capital invested in the home industry.

LIFE SAVING

The text of the Convention for the Safety of Life at Sea can now be obtained from H.M. Stationery Office, either directly or through any bookseller, price four shillings a copy. The principal subjects dealt with are Construction, Life-Saving Appliances, Radio-telegraphy and Safety of Navigation. The chapter on Construction applies to passenger steamers engaged on international voyages, and relates to the spacing and construction of watertight bulkheads; openings in bulkheads, in ship sides and in the weather deck; exits from watertight compartments; fire-resisting bulkheads; pumping arrangements; and stability tests for new ships. The chapter on Life-Saving Appliances, etc., which also applies to passenger steamers engaged on international voyages, relates to lifeboats (including motor boats); certified lifeboats; boat drills; life-rafts and buoyant apparatus; life-jackets and life-buoys; ingress to and egress from the various compartments; decks, etc., and their emergency lighting; line-throwing appliances; the carriage of dangerous goods; and the detection and extinction of fire. The chapter on Radio-telegraphy relates to all ships engaged on international voyages except cargo ships of less than 1,500 tons gross tonnage. It refers to the fitting of radio installation, including its technical requirements, and to the watches to be kept for safety purposes on various categories of ships. The chapter on Safety of Navigation applies to all ships on all voyages and deals with a large variety of subjects, including the transmission of messages about dangers to navigation; meteorological services for aiding navigation; the ice patrol in the North Atlantic; recognised routes across the North Atlantic; amendment of the regulations for preventing collisions; wording of helm orders; use and the equipment of certain ships with signalling lamps and direction-finding apparatus. Provision is made for the issue of certificates to ships which comply with the Convention; and for reciprocal recognition of certificates among the various countries concerned. Governments which were not represented at the Conference may accede to the Convention after it has come into force; and recommendations are appended suggesting matters for further study.

SHIPBUILDING

GREAT BRITAIN'S INCREASE OF TONNAGE

THE MOTORSHIP ERA

The statistics issued by Lloyd's Register of Shipping regarding vessels under construction at the end of June show that in Great Britain and Ireland there is an increase of 46,531 tons in the work in hand as compared with the figures for last March, and that present total—1,453,996 tons—is 251,296 tons greater than the tonnage which was being built at the end of June, 1928. About 60,000 tons of the tonnage now in hand in Britain are intended for the British Dominions, and about 208,000 tons are for sale or for foreign shipowners.

The tonnage now under construction abroad—1,284,319 tons—is 96,118 tons less than the work which was in hand at the end of March. Six countries abroad have more than 100,000 tons under construction, viz., Germany, 272,444 tons; Japan, 179,958 tons; Holland, 172,406 tons; France, 139,316 tons; Russia, 124,908 tons; and the United States, 110,608 tons.

World's Total Tonnage
The total tonnage under construction in the world amounts to 2,338,225 tons, of which 51.2 per cent is being built in Great Britain and Ireland, and 48.8 per cent abroad; while the average percentages in the last twelve months before the war were 57.2 for Great Britain and Ireland and 42.8 for abroad.

In Great Britain and Ireland 428,000 tons were commenced—an increase of about 66,000 tons over the similar figures for the March quarter, and 392,888 tons were launched—an increase of 108,000 tons over the similar figures for the March quarter, and 321,877 tons launched, the latter figure showing an increase of 50 per cent on the March total.

A slight increase as compared with the previous quarter is shown in the tonnage under construction, the present figures being 49 vessels of 338,774 tons, of which 171,040 tons are being built in Great Britain and Ireland.

Motor Ships
While in Great Britain and Ireland the tonnage of motorships under construction (590,429) is much less than the tonnage of steamers building, the motorship tonnage being constructed abroad reaches 841,791 tons, as compared with 54,106 tons of steamers. The continued progress in the employment of the internal-combustion engine for the larger vessels is indicated by the fact that while there are now building in the world 59 motorships each of 8,000 tons and upwards, only 27 steamers of such size are under construction. These figures include 14 motorships and 7 steamers each of 15,000 tons and upwards.

The table respecting marine engines unfortunately does not show complete world figures for marine engines of all types, as the figures for steam turbine engines building in Germany are not available; but the table shows that the indicated horsepower of reciprocating steam engines now building, or being fitted on board, amounts to 571,000 horsepower, while the figures for oil engines aggregate 1,251,000 horsepower.

Future of Shipbuilding
Tonnage to Lloyd's Register Class: The pre-eminent position which Lloyd's Register retains among the classification societies of the world is demonstrated by the fact that the tonnage being constructed throughout the world under the inspection of Lloyd's Register reaches 1,777,011 tons, of which 1,178,998 tons are being built in Great Britain and Ireland. The "Financial News" writing editorially on the subject said: "It is only in times of extreme prosperity or extreme depression that the immediate future of the shipbuilding industry can be forecasted with any approach to certainty. During the comfortable years of 1910 to 1912 the industry's work on hand grew steadily and fairly evenly out of the depression of the three previous years; in the post-war period the boom and the necessity of placing sunken vessels sent the construction returns soaring up to 3,800,000 tons, a figure almost double the pre-war record for the first quarter of 1913; and from the break of the boom in the first quarter of 1921 the figures descended precipitously, with only one small recovery in 1924, to the stagnation of 1928. Since then there has been fluctuation, and the prospect has improved at least by this much, that for certainty of depression there is substituted obscurity. For the present,

CANADIAN PACIFIC

SHORTEST AND QUICKEST ROUTE ACROSS THE PACIFIC TO VICTORIA & VANCOUVER

17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver

	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
Leave	Leave	Leave	Leave	Leave	Arrive
EMPERESS OF FRANCE	Sept. 25	Sept. 28	Oct. 1	Oct. 3	Oct. 12
EMPERESS OF RUSSIA	Oct. 9	Oct. 12	Oct. 15	Oct. 17	Oct. 26
EMPERESS OF ASIA	Oct. 30	Nov. 2	Nov. 5	Nov. 7	Nov. 16
EMPERESS OF CANADA	Nov. 13	Nov. 16	Nov. 19	Nov. 21	Nov. 30
EMPERESS OF RUSSIA	Nov. 27	Nov. 30	Dec. 3	Dec. 5	Dec. 14
EMPERESS OF ASIA	Dec. 13	Dec. 16	Dec. 19	Dec. 21	Dec. 30
EMPERESS OF CANADA	Jan. 13	Jan. 16	Jan. 19	Jan. 21	Jan. 30
EMPERESS OF RUSSIA	Feb. 13	Feb. 16	Feb. 19	Feb. 21	Mar. 1
EMPERESS OF ASIA	Mar. 13	Mar. 16	Mar. 19	Mar. 21	Mar. 30
EMPERESS OF CANADA	Mar. 19	Mar. 22	Mar. 25	Mar. 27	Apr. 4
EMPERESS OF RUSSIA	Apr. 9	Apr. 12	Apr. 15	Apr. 17	Apr. 26

(Regular sailing hour Noon but "Emp. of France" Sept. 25, will sail 6 a.m.)
(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg

SPECIAL SAILING

Hong Kong to Europe via Vancouver, San Francisco and Panama.

Sailing Dates Fares from Hong Kong

Leave Hong Kong Sept. 25. To Vancouver G\$375. G\$320.

Arrive Vancouver Oct. 17. To San Francisco G\$120. G\$275.

Leave San Francisco Oct. 19. To Southampton G\$775.23 G\$504.08.

Arrive Southampton Nov. 9.

NOTE—Passengers must make their own arrangements for maintenance during layover at Vancouver.

HONG KONG—MANILA SERVICE

Leaves Arrive Leaves Arrive

Hong Kong Manila Manila Hong Kong

Oct. 1, 5 p.m. Oct. 3 EMPRESS OF RUSSIA Oct. 8 Oct. 8

Oct. 22, 5 p.m. Oct. 24 EMPRESS OF ASIA Oct. 25 Oct. 27

CANADIAN PACIFIC EXPRESS

TRAVELLERS CHEQUES

PAYABLE THE WORLD OVER.

THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.762 Cables: "GACANPAC."

Freight and Express: Tel. C. 42 Cables: "NAUTILUS."

BRITISH WUCHOW LINE

SAILING DATES FOR SEPTEMBER, 1929 (Subject to change).

DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 1.30 p.m.

S.S. "TAI HING" S.S. "TAI MING"

[1,068 tons—Capt. Trotter.] [649 tons—Capt. G. J. Spink.]

SEPTEMBER SEPTEMBER

MON. 23rd SAT. 28th FRI. 20th MON. 30th

WED. 25th

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloon. The S.S. "Tai Hing" is fitted with Wireless.

These vessels leave Hong Kong for Wuchow (via Samshui, Shikung, Tientsin & Dossing) and return to Hong Kong (via same ports) every five days.

Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

Hong Kong Arrivals and Departures from Hoi On Wharf.

For information apply to—KWONG WING Co., Ltd., 87, Collyer Quay Road, Phone: Central 893.

however, there is a very distinct improvement. In the Lloyd's Register Returns for the second quarter of 1929 the tonnage under construction has risen from the improved March level of 1,357,375 tons to 1,453,996 tons, and has just turned the balance between British shipbuilding and that of the rest of the world. A year ago we were working on 46.2 per cent of the world's tonnage under construction; now we have 51.2 per cent, and meanwhile the total tonnage under construction in the world has risen from 2,660,462 tons to 2,338,225 tons. Great Britain is one of the new countries (including Holland and the United States) where the new tonnage begun during last quarter has exceeded the tonnage launched, 428,000 gross tons, against 392,888. The districts where the chief improvements have occurred have been Belfast, Leith, Newcastle, and Sunderland; in the Clyde the improvement of last quarter has not quite been maintained.

Steam Versus Motors
It seems that it will be a long time before our preference for steam over motor ships will be converted to the

continental fashion. Last quarter the gross tonnage of steamers and of motor ships under construction in Great Britain and Ireland and in the rest of the world was:

Where Gross No. tonnage Gross No. tonnage

British shipbuilding and that of the rest of the world. A year ago we were working on 46.2 per cent of the world's tonnage under construction; now we have 51.2 per cent, and meanwhile the total tonnage under construction in the world has risen from 2,660,462 tons to 2,338,225 tons. Great Britain is one of the new countries (including Holland and the United States) where the new tonnage begun during last quarter has exceeded the tonnage launched, 428,000 gross tons, against 392,888. The districts where the chief improvements have occurred have been Belfast, Leith, Newcastle, and Sunderland; in the Clyde the improvement of last quarter has not quite been maintained.

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P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
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PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
MANUUA	10,946	28th Sept. Noon	Bombay, Marseilles & London.
KARMALA	9,128	12th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
MIRZAPOR	6,715	16th Oct.	Straits, Colombo & Bombay.
KALYAN	9,144	26th Oct.	Marseilles, London, Hull, Rotterdam & Antwerp.
NAGPORE	5,283	2nd Nov.	Marseilles, London, Hull, Hamburg, Rotterdam & Antwerp.
MACEDONIA	11,120	9th Nov.	Bombay, Marseilles & London.
KASHGAR	9,005	23rd Nov.	Marseilles, London, Hull, Rotterdam & Antwerp.

* Cargo only. † Calls Casa Blanca. ‡ Calls Karachi.

Frequent connection from Port Said for Passengers and Cargo to
Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Redhead Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	8th Dec.	Singapore, Penang & Calcutta.
TALAMBA	9,144	9th Oct.	Singapore, Penang & Calcutta.
TAKADA	6,949	27th Oct.	Singapore, Penang & Calcutta.
SHIRALA	7,341	8th Nov.	Singapore, Penang & Calcutta.
TALMA	10,000	18th Nov.	Singapore, Penang & Calcutta.
TILAWA	10,006	17th Dec.	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

*ST. ALBANS	4,500	4th Oct.	Manila, Sandakan, Thursday Island,
NELORE	6,853	1st Nov.	Townsville, Brisbane, Sydney &
TANDA	6,956	26th Nov.	Melbourne.
*ST. ALBANS	4,500	3rd Jan.	
NELORE	6,853	31st Jan.	

* Port Holland.

Regular monthly sailings from Hong Kong to Japan and Hong Kong
to Australia.

The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo,
Cebu, Kolambuan, Tawao, Timor, Darwin, or other ports en route as in-
dicement offers.

Frequent connections from Australia with the following:—

The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TILAWA	10,006	19th Sept.	Amoy, Moji, Kobe & Osaka.
*NELORE	6,853	24th Sept.	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	27th Sept.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	9,144	1st Oct.	Amoy, Moji, Kobe & Osaka.
DELTA	8,097	7th Oct.	Shanghai, Moji, Kobe & Yokohama.
TAKADA	6,949	7th Oct.	Amoy, Moji, Kobe & Osaka.
ARAFURA	6,900	8th Oct.	Moji, Kobe, Osaka & Yokohama.
MACEDONIA	11,120	12th Oct.	Shanghai, Moji, Kobe & Yokohama.
SHIRALA	7,341	19th Oct.	Amoy, Moji, Kobe & Osaka.
*BELTANA	9,005	23rd Oct.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	26th Oct.	Shanghai, Moji, Kobe & Yokohama.
TALMA	10,000	29th Oct.	Amoy, Moji, Kobe & Osaka.
TANDA	6,956	5th Nov.	Moji, Kobe, Osaka & Yokohama.

* Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage, Freight, Handbooks, etc., apply to:—

MACKINNON, MACKENZIE & CO.,

P. & O. Building, Connaught Rd. C, Hong Kong. Agents.

HONG KONG AND MACAO LINE

in Good Speed

S.S. CHUEN CHOW

Daily Sailing from Hong Kong at 2.00 p.m.

Sailing from Macao at 7.50 a.m.

Sundays excepted.

Freight and Passage apply to:—

CHUEN ON STEAM BOAT CO., LTD.

4, Connaught Road W. Tel. C. 6061.

MARINE COURT

DANGER AT THE YAUMATI
SHELTER

CARELESS COXSAIN

Before Mr. T. W. H. Hoegwood,
Assistant Harbour Master, at the
Marine Court this morning the master
of a passenger boat was charged with
carrying cargo, when his licence was
expressly limited to passengers.

The "cargo" comprised only eight
empty baskets, which, accused said, had
been given him by a friend as fire-
wood.

In view of the fact that the baskets
contained nothing, accused was dis-
charged with a warning.

The master of another passenger
boat was charged with transporting six
sacks of potatoes, contrary to his
licence. Admitting the offence a fine
of \$10 or 10 days was imposed.

Coxswains in Trouble

Wong Wing, coxswain of the s.s.
"Hing Lee," was charged with enter-
ing the Yaumati Shelter at a speed in
excess of three knots an hour. The
prosecution alleged that he failed to
run his engines at a dead-slow speed.

The offence, it was explained to
the accused, was serious, as a great amount
of traffic was continually passing in
and out of the shelter. An accident
could quite easily be the result of his
carelessness in not complying
with the law. A fine of \$10 with
the alternative of 10 days' hard labour
was imposed.

For failing to exhibit regulation
lights while underway in the harbour,
the coxswain of s.s. "Hoy Hing" was
fined \$15 or, in default, 15 days' im-
prisonment. It was alleged that the
accused was towing a number of logs
behind his launch, which His Worship
emphasised, made the offence more
serious.

SHIPBUILDING

(Continued from Page 4.)

ius should be given to the shipbuilding
industry. While it is still doubtful
which will be considered the most econ-
omical engine in one year's time owners
cannot be expected to place orders with
freedom.

But if the show clearing up of laid-
up tonnage, the improvement in some
of the more important freight rates,
and the successful experiments with
pulverised fuel are all influences which
should produce further demand for
new ships, it must be remembered
that since the earlier months of this
year there has been a sharp rise in
the price of the chief raw materials
which the shipbuilder requires. In the
last months of 1928 certain builders
were actually asking to be allowed to
take on work at a loss if only their
yards could find employment; and at
that time materials were to be had
more cheaply than now. And rise in
the rates asked by shipbuilders has
already taken place and it is likely that
a further rise will be necessary. Whether
that rise will be sufficient to check
the demand of these last months must
depend on the prospects of our trade
in general, and in particular of our
carrying-trade.

CONSIGNEES.

THE BEN LINE STEAMERS,
LIMITED.

From LEITH, LONDON AND
STRAITS.

The Steamship "PENAVON"

Consignees of Cargo are hereby in-
formed that all Goods are being land-
ed at their risk into the hazardous
and/or extra hazardous Godowns of
The Hong Kong and Kowloon Wharf
and Godown Co., Ltd., whence and/or
from the wharves delivery may be ob-
tained.

No claims will be admitted after the
Goods have left the Godowns, and all
Goods remaining in the Godowns after
the 22nd inst. will be subject to rent.
All claims against the steamer must
be presented to the Underwriter on or
before the 6th October, 1929, or they
will not be recognised.

All broken, chafed, and damaged
Goods are to be left in the Godowns,
where they will be examined on the
21st inst. at 10 a.m. by Messrs.
Goddard and Douglas.

No Fire Insurance has been effect-
ed.

Bills of Lading will be countersigned
by,

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hong Kong, 15th September, 1929.

HONG KONG TIDE

The tide-table given below has
been obtained by aid of the tide-
predicting Machine, which includes 40
components for the better prediction
of tides, from the result of the
analysis of the tidal observations, taken
at the Kowloon tidal observa-
tory under the direction of Dr.
Dobson during the years 1887, 1888
and 1889.

The times and heights are given
for Kowloon; but they may be used
for the Victoria Naval Yard and
Abodeen, the differences being very
small.

The times of high and low-water
must not be considered to coincide
with the times of slack-water and
change of current, the two phenomena
being quite distinct.

September 18 to 24, 1929.

DATE	Standard Time	High Water	Low Water	Standard Time	High Water	Low Water
Sept. 18	6.40 a.m.	7.3 a.m.	3.34 p.m.	1.5	7.4 a.m.	3.34 p.m.
Sept. 19	6.59 a.m.	7.4 a.m.	3.34 p.m.	1.5	7.59 a.m.	3.34 p.m.
Sept. 20	7.18 a.m.	7.5 a.m.	3.34 p.m.	1.5	8.18 a.m.	3.34 p.m.
Sept. 21	7.37 a.m.	8.0 a.m.	3.34 p.m.	1.5	8.37 a.m.	3.34 p.m.
Sept. 22	7.56 a.m.	8.1 a.m.	3.34 p.m.	1.5	8.56 a.m.	3.34 p.m.
Sept. 23	8.15 a.m.	8.2 a.m.	3.34 p.m.	1.5	9.15 a.m.	3.34 p.m.
Sept. 24	8.34 a.m.	8.3 a.m.	3.34 p.m.	1.5	9.34 a.m.	3.34 p.m.

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SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
Tian via S'ow & S'hai	HOPKING	Sun., 22nd Sept. at 10 a.m.
Tian via S'ow & S'hai	YANGSANG	Wed., 25th Sept. at 10 a.m.
Tian via S'ow & S'hai	CHAKSANG	Sun., 29th Sept. at 10 a.m.
Tian via S'ow & S'hai	YATSHING	Wed., 2nd Oct. at 10 a.m.
Osaka via Amoy, Moji & Kobe	NAMSANG	Sun., 22nd Sept. at 7 a.m.
Osaka via Amoy, Moji & Kobe	YUENSANG	Tues., 1st Oct. at 10 a.m.
Osaka via Amoy, Moji & Kobe	SUISANG	Tues., 15th Oct. at 10 a.m.
Osaka via Amoy, Moji & Kobe	KUMSANG	Fri., 25th Oct. at 7 a.m.
Singapore, Penang & Calcutta	HOSANG	Thurs., 26th Sept. at 3 p.m.
Singapore, Penang & Calcutta	KITSANG	Fri., 4th Oct. at 3 p.m.
Sundakan	HINSANG	Mon., 30th Sept. at Noon
Sundakan	MAUSANG	Thurs., 10th Oct. at 10 a.m.
Tientsin via Wei-hai-wei & Newchwang	CHIPSING	Tues., 24th Sept. at 10 a.m.
Tientsin via Wei-hai-wei & Newchwang	CHEONGSHING	Fri., 4th Oct. at Noon

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Estimates furnished on application.

Hong Kong, April 1, 1924.

RIVER WATER LEVELS

REPORT FROM BOARD OF CONSERVANCY WORKS OF
KWANGTUNG

(Water Levels in English Feet)

Place of Observation	Highest on record	Lowest on record	W. L.	W. L.
West River at Shihling	+41.0	0	12/9	13/9
North River at Tsingyuen	+28.7	0	12.6	12.6
North River at Sanshui	+27.3	-5	5.2	4.9
East River at Sheklung	+15.2	-3	6.5	6.7
			2.5	1.4

PASSENGERS LIST

DEPARTURES

Per s.s. "Empress of France" for
Manila, September 17.—Dr. and Mrs.
Carl L. Alsberg, E. Antonio, C. L.
Blum, Miss N. Barron, J. Burt, A. G.
Caldwell, C. W. Cumming, Theodore
Cammen, M. Chumbague, V. Congasa,
Mrs. M. C. Dizon, A. Gabricante, Mrs.
H. E. Hubbard, Miss Hubbard, Jesus
Longosa, D. A. McIntosh, Lt. Barker
Mill, Mrs. E. Marar, Mr. J. C. Mattos,
Miss J. C. Mattos, Lt. and Mrs.
Ordway and family, R. B. Woolley, Mr.
and Mrs. J. M. Wright.

THE HANDLING OF BOATS

In many parts of the world seamen
are being severely criticised. It is
alleged that in times of emergency they
prove themselves "incompetent in the
handling of boats and the embarkation
of passengers." That there are sailors
in the strict sense of the word, but are
merely ship workers whose duties con-
sist of cleaning decks, paintwork, or
chipping iron rust, sweeping holds, all
splicing and canvas coverings, awnings,
tarpaulins, cargo nets, and the rigging
of boat's gear being done by the shore
riggers or made by contract in the
machine room. Not the slightest ele-
ment of seamanship is necessary and
even the steering is carried out by
quartermasters. An American writer
declares that "there is no difference in
the present day qualification for able
seamen than there is between seamanship
required for the catering staff."

This writer goes so far as to class the
post-war certificated officers as being as
incompetent as seamen, but he adds
that it is not their fault, neither is it
the fault of the shipowners. It is the
fault of the system which has come
into vogue by the authorities not de-
manding that closer attention be paid
to the launching, management and
handling of boats on the high seas, and
the lack of efficiency in knowing how
to get hundreds of passengers safely
away in heavy weather from a sinking
vessel. Another authority adds that
"an officer might go to sea for ten
years and never have occasion to step
into a boat during fine or bad weather
when a ship is at sea. In former days,
when all the elderly certificated officers
were trained in sail they were accus-
tomed to the handling of boats as most
ships lay at anchor some distance from
the shore. Now steamships use tenders
or motor craft hired from the shore."

Mr. W. R. Spence, General Secretary
of the National Union of Seamen,
speaking at the Cambridge Confer-
ence of the Seafarers' Education Ser-
vice, said that "he thought that the
first education of a sailor should be a
thorough training in his job. He feared
that in these days of modern insur-
ance and limited liability there was a
tendency among shipowners to neglect
that point. They did not look for the
same skill in their seamen as they did
formerly." Another speaker said that
"he regarded the present day sailor as
being an overgrown schoolboy, but that
even among the older type of sea-
men he had met men of very wide
learning. He had met one old salt
who could discuss with him the bino-
mial theorem and the differential calculus."

MOVEMENTS OF STEAMERS

The C.P.S. R.M.S. "Empress of
France," Capt. S. Robinson, C.B.E.,
R.N.R. will leave here for Victoria
and Vancouver, B.C., via Shanghai,
Kobe and Yokohama at 6 a.m. on
September 25 (Wednesday).
The C.P.S. R.M.S. "Empress of
France" (from Manila) is due here
at 9 a.m. on September 22 (Sunday),
and will berth at Pier No. 5, Kow-
loon Wharf.

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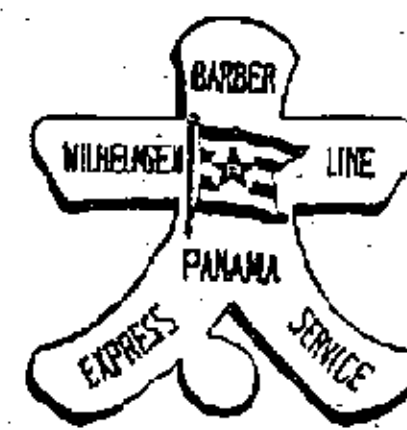
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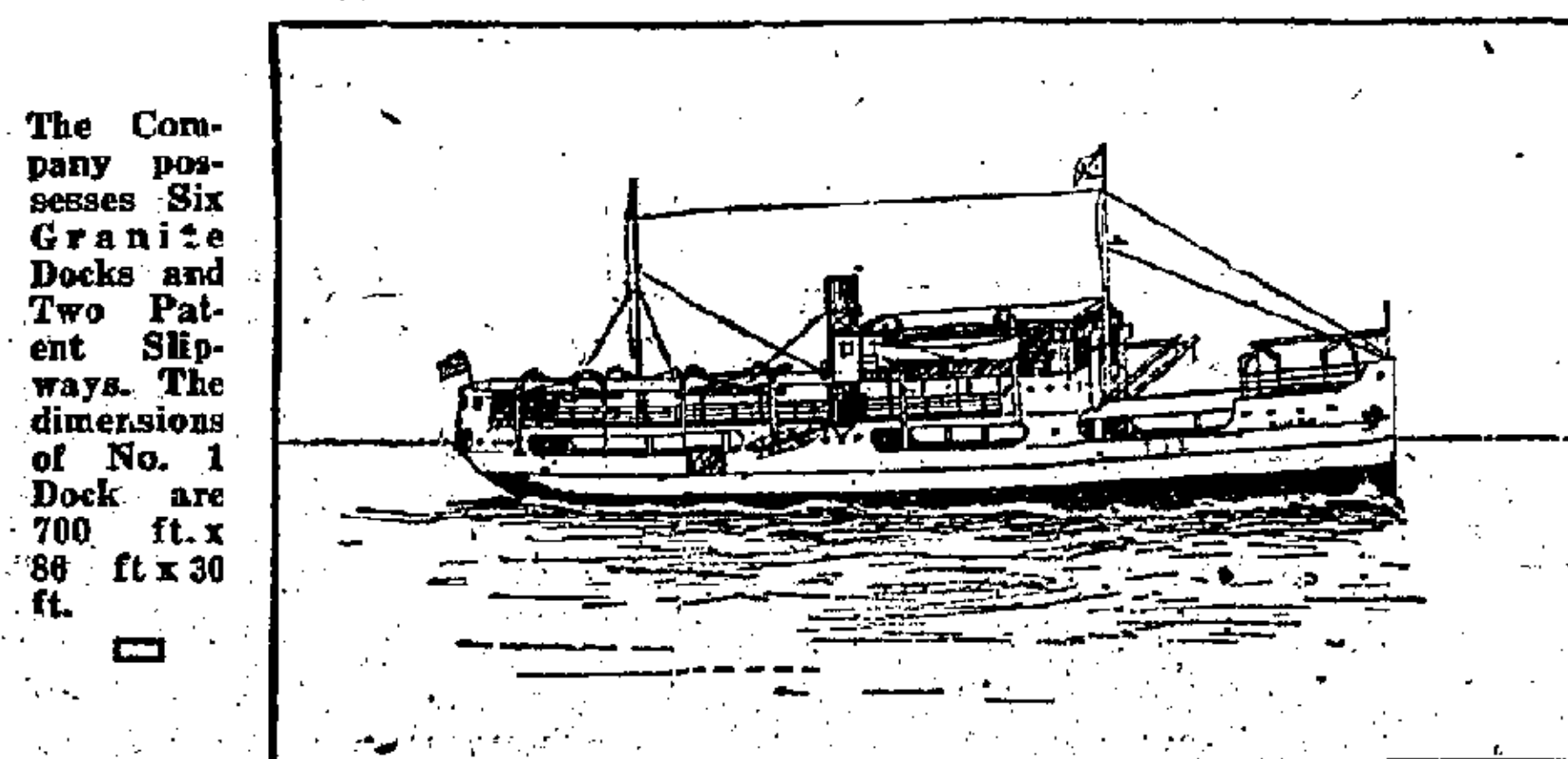
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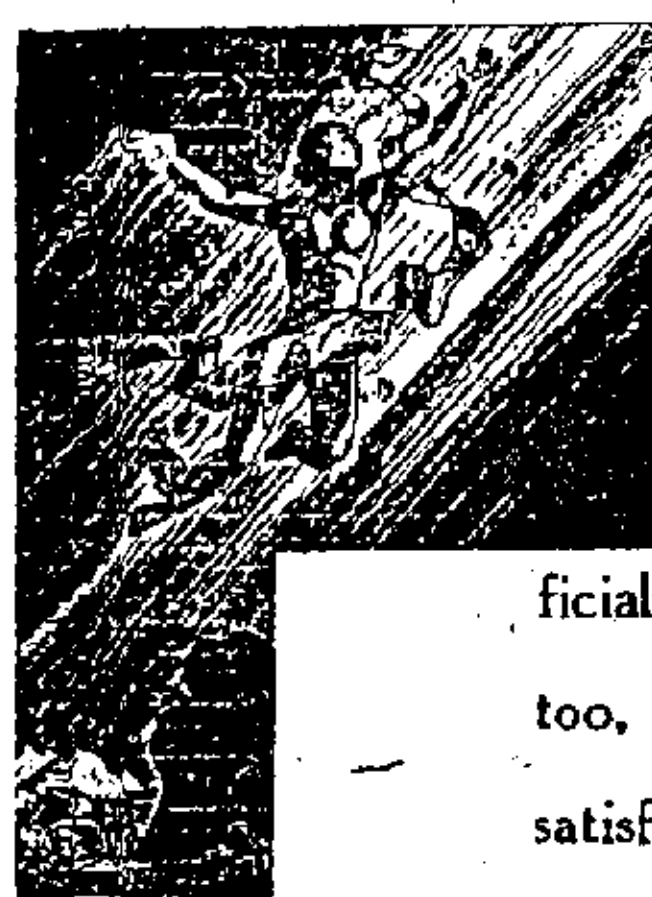
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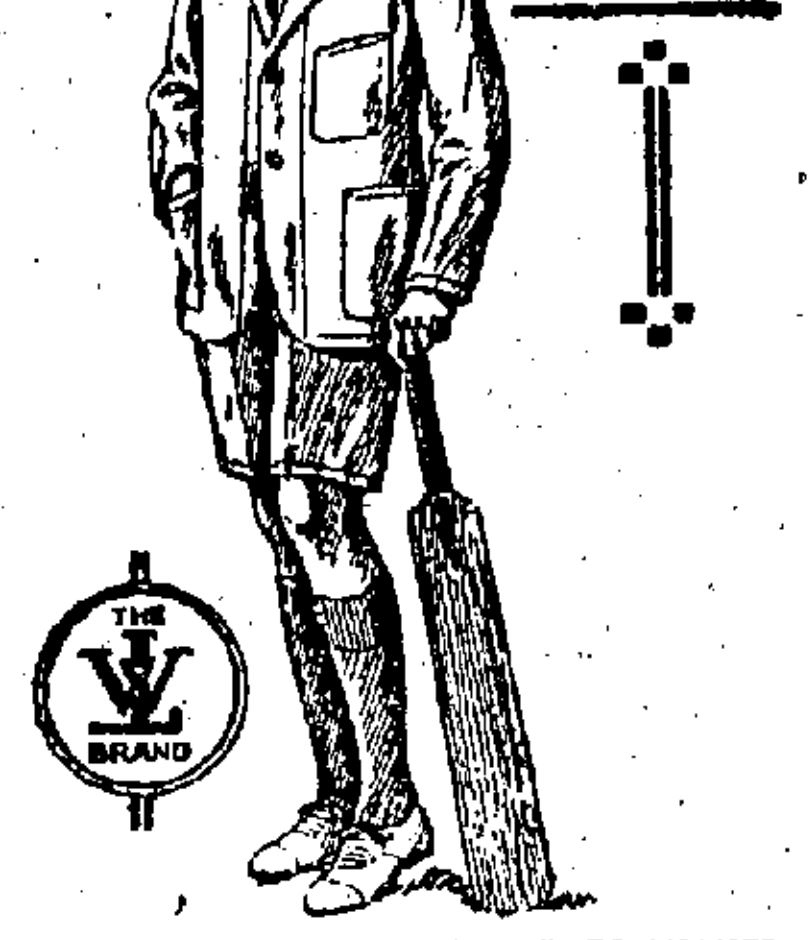
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BIRTH

GLENNIE—To Commander (R.N.) and Mrs. Glennie (nee Evans) at The Bungalow, West Byfleet—a son. (By cable dated September 17.)

Hong Kong, Wednesday, Sept. 18, 1929.

RADIO "PROGRESS"?

If there is one thing peculiar to Governments in general it is their lack of initiative. They have an inbred aversion to progress, or anything suggestive of a change of method. Whilst it is their privilege to spend public sums with apparent recklessness on affairs about which the public itself is wholly indifferent, Governments are extremely loath to come forward with the veriest pittance of a grant for matters which are really needed. There is scant doubt that fatherly considerations for the comfort and welfare of members of Governmental staffs often come before the requirements of the public.

The Government of this Colony is no exception. Two years ago people were clamouring for broadcasting. They were quite reasonable in their demand, for Shanghai, Japan, and Java had already established broadcasting on a successful basis, and Calcutta and Bombay were not far behind. The Colony officials, however, shrugged their shoulders, sceptically and pulled more tightly the purse strings.

The initiative was taken by the Y.M.C.A., an always progressive body which formed an Entertainment Committee for broadcasting wireless concerts to the troops stationed in Hong

Kong. Again pressure was brought to bear upon the Government and eventually the matter emerged from Committees, a little bedraggled, perhaps, but with fresh hopes. The result of the unsparing labours of a few disinterested individuals was that the Government took over the P. & O. Bank building in Des Voeux Road for the dual purpose of commercial and marine wireless, and for broadcasting entertainments in the Hong Kong Area.

According to the official Estimates for 1930 the annual rental of this building is \$15,000. For this colossal sum (greater than the salaries of some of our high officials), gramophone records are relayed for the benefit of the public. Is this a good return for the tax-payers' money? It is no assurance to be told that these gramophone concerts, as relayed, are an improvement on gramophone reproduction. That is a tale only to be told, and not believed. There can be no logical answer to the assertion that, in providing these gramophone concerts, the Government has been wasting the public funds. The time has come for this kind of childish appeasement to cease. The taxpayer demands that the Government turn its attention to an improved broadcasting service.

A committee, under the chairmanship of Mr. N. L. Smith, has deliberated on the matter, and has drawn up a minute which contains certain suggestions for future broadcasting entertainments. The programme is modelled on the B.B.C. concerts and includes such items as Radio plays by amateurs, variety, lectures and talks on topical subjects, broadcast debates, religious services, adult education (?), Schools broadcasting, sports, children's hour, S.O.S. weather, and charity appeals.

Now, it is the last of our wishes to attempt to discourage such a magnanimous effort, but we frankly feel that this tentative programme, although possessing the right ideas, is fearfully dull. No mention of music; no suggestion of a Colony Broadcast orchestra; no whisper of the engagement of a professional entertainer. No, apparently the public is to be amused by zealous amateurs, talks by Sanitary Inspectors, debates by local clergy on the Prayer Book, and that mysterious phrase "adult education." It sounds as interesting as plum duff in the Sahara!

It appears that the public is, after all, to be left outside, and that it tastes and desires must

of necessity wilt in non-fulfilment. The efforts of this committee are indeed laudable, and put to shame the *laissez faire* and indifference of the Government, but it is impossible for us truthfully to declare that they are attractive. The public does not desire to be merely "informed;" it wants to be amused, and if the suggested programme is an example of the amusement it is going to get, we think that the great majority will be sighing again for the gramophone concerts.

The innuendo put forward by some that the public takes no interest in broadcasting is unfounded. Statistics show that Radio licences have more than doubled themselves this year, and the demand continues. Obviously the public expects that, as a return for its money, reasonably decent entertainments will shortly be broadcast. It looks as though it is going to be disappointed, unless the Government rouses itself from its lethargy and takes definite steps to organise really first-class daily programmes. There should be no difficulty to obtain material. In the Colony are naval and military bands and orchestras of merit, as well as accomplished individuals who would doubtless perform for a consideration.

It puzzles us to think why the public itself has not been consulted. It could have been—through the only real medium of public opinion, the Press. As it is, the Press has not been approached on the matter at all, and a solitary watch dog of the people, has been forced to bark its way to attention on this matter. Let us express the hope that when the Legislative Assembly sits to-morrow, any helpful suggestions which may be put forward will receive consideration and response, and will be followed by a prompt revision of present methods.

For carrying a chicken suspended by its wings, a Chinese was fined \$5 at the Kowloon Magistracy.

The radio programme this evening includes songs by Sir Harry Lauder and Count John M. Cornack.

For driving a hand truck without a licence, a Chinese was fined \$4 by Mr. T. S. Whyte-Smith this morning in the Kowloon Police Court.

Mr. T. S. Whyte-Smith at the Kowloon Magistracy to-day, sentenced Au Lai to one month's imprisonment for the theft of five pieces of clothing which he stole from a married Chinese woman living at 116, Reclamation Street.

Two Chinese were fined \$2 each by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning for riding a hired tandem bicycle without a lamp in Nathan-road at 8 p.m. Another lad was cautioned for a similar offence, he having spent a night in the cell!

A fine of \$60 was imposed by Mr. T. S. Whyte-Smith at the Kowloon Magistracy this morning on Messrs. Lam Wo, building contractors, for failing to take necessary precautions while carrying out blasting operation at the No. 1 Kowloon Dock extension on the afternoon of September 11.

A pickpocket was this morning at the Kowloon Magistracy sentenced to four months' hard labour for attempting to rob a Chinese of 80 cents in Public Square. He was caught red-handed. The defendant had served six weeks' jail for stealing in 1926.

CORRESPONDENCE.

MEN'S WEAR

[To the Editor of the "China Mail"]
Sir,—In Saturday's "China Mail" is a photograph of H.R.H. the Duke of York when he visited the Industrial Welfare Society's annual camp at New Romney, Kent, on August 8, in which were 200 boys from public schools and 200 boys from various factories, etc. His Royal Highness is seen wearing shorts and a Cissy shirt, when he was received by the Camp Commandant on his visit.

In a Home paper I have also seen a photo of Lord Baden-Powell in receiving the degree of LL.D. from Oxford University and wearing a hood and gown with shorts.

With such distinguished examples why should the men of Hong Kong be chary of being seen in office or

COMEDY CO.

"THE PATSY" AT THE THEATRE ROYAL

A HUMOROUS PLAY

Why is it that Hong Kongites are for ever grousing about the dullness of life here, with chances of seeing a theatrical performance few and far between, and yet, when good talent comes here, scant interest is shown? Thus, last night, the production of "The Patsy" (or "Molly Make Believe"), by the New 1929 Forbes Russell Comedy Company at the Theatre Royal was attended by an audience which represents two per 100,000 of the Colony's population!

"The Patsy" is an excellent play, full of wit, and the players clever. They showed that they knew their groceries—an appropriate Americanism, seeing that the scene of the play is laid in the U.S., and "Pop" Harrington, around whose ultra-modern family the play was written, is a travelling grocery salesman.

The heroine of the play is Molly Harrington (April Vivian), the Cinderella of the family, who was not wanted by her mother before she was born and had been accused since she saw the light of day. At least, that was Mrs. Harrington's opinion, and in her eyes Molly never could do anything right.

Preference is given in everything to the elder sister, Grace, with the result that there is not much love lost between the two girls and many funny passages occur between them in the course of the play. "Pop" sympathises with Molly, but dare not stick up for her because for 25 years he had allowed "Mom" to do all the talking in the house!

Eventually he did put his foot down, and then "Mom" was changed from a dominating to a very meek creature. Molly comes into her own and hits it off with Tony Anderson, Grace's old flame whom Molly had secretly loved for five years.

After keeping Tony on the string for years, Grace "chucked" him up for Billy Caldwell, because "he has more money." Molly is well in the process of winning Tony for herself when Grace, through listening to "Mom's" advice to make Billy toe the line, breaks with her lover and decides that she will marry Tony after all.

All Ends Well
Grace goes to a dance with "Mom" for the purpose of meeting Tony again, but Molly phones him to spend the evening with her at home. He accepts with alacrity. All ends well, however, when Grace makes up with Billy at the dance and Molly says "Yes" to Tony.

The many funny situations in the play are better seen than described. The players, all of whom are well cast in their respective roles, are:—
Pop Harrington Alec Alexander
Mrs. Harrington Isobel Pargiter
Grace Harrington Heather Angel
Tony Anderson John Manuel
Billy Caldwell Forbes Russell
Molly April Vivian
The piece will be repeated to-night.

CALVIN'S GRAVE

GENEVA BEAUTIFICATION SCHEME HELD UP

NOVEL CONTROVERSY

Plans for the beautification of Geneva have, temporarily at least, been halted by a controversy. It was planned to run a road through the ancient cemetery in which John Calvin is buried and, incidentally, to place a new and pompous tombstone on the reformer's last resting place.

Calvin was buried in 1564 under a willow tree. In 1849 a small stone was placed there with his initials. Some feel that the author of the "Institutions of the Christian Religion" ought to have a more dignified memorial. But the Calvinists themselves are opposed, and so the whole plan of beautifying the city is suspended pending the outcome of the dispute.

Calvin surely needs no pompous mortuary monument. His name is written in large letters in the history of man and civilisation. His spirit lives on the "character" of the Genevese themselves, another worldly race almost, sober, sombre even, totally bereft, it seems, of the vivacious Gallic spirit, and yet of pure French stock. And not alone over the Genevese broods the spirit of Calvin.

The whole of Holland is marked by it, the people of the cities and villages.

Of the same ethnic stock as the Flemish to the south of them, no visitor can escape remarking the profound differences in character between two peoples. It is the spirit of Calvin that permeated the Dutch and touched the Flemings but superficially and not for long.

elsewhere in shorts and Cissy shirts?

Yours, etc.,

COOLNESS.
Hong Kong, September 18.

P'RAPPS—

P'RAPPS NOT!

Between dances the young man was telling the pretty girl how he loved her. "Every morning you are my first thought," he declared.

"But," said the girl, "your brother says exactly the same thing."

The young man looked blank for a moment, then he smiled. "Ah," he said triumphantly, "but I'm up half-an-hour before my brother."

A Londoner met the oldest inhabitant of a small village and asked him how old he was.

"O! be seven and four score, sir," replied the rustic.

"Why do you put the seven before the four score?" asked the visitor.

"Because I was seven before I was four score, sir," was the innocent reply.

Jiggs: "You say your wife went to college before you married her?"
Jiggs (henpecked): "Yes, she did."

Jiggs: "And she thought of taking up law, you said?"

Jiggs (sadly): "Yes; but now she's satisfied with laying it down."

Mr. Gabalot: "And so you are the lady who is giving my wife painting lessons; what sort of a pupil is she?"

Miss Dauber: "Well, I find her very apt, to say the least."

Mr. Gabalot: "That's funny. I always find her apt to say the most!"

A large family were being shown round a museum. The party stopped before a great stuffed ostrich and papa said: "This 'ere is the hostrich, now extinct."

"But, dear," said his wife, "surely the hostrich ain't extinct."

"Well," declared papa stubbornly; "this one is, anyway!"

A young minister, called upon unexpectedly to address a Sunday school class, asked, to gain time: "Children, what shall I speak about?"

A little girl, who was in the habit of reciting at entertainments, had committed to memory several declamations, so that she was always prepared for any occasion. Sympathy and interest shone in her face as she held up her hand, and in a shrill voice, inquired: "What do you know best?"

The teacher was most anxious that his class should "shine," as the Inspector had arrived and was about to examine the boys' knowledge of history.

Solemnly clearing his throat, the Inspector addressed the class. "Who was it," said he, sternly, "who exclaimed in despair: 'A horse! a horse! my kingdom for a horse!'"

Now tell me—
The teacher was anxious till at last a boy put up his hand.

"Please, sir," said the boy, "it was someone who'd drawn a blank in a sweepstake!"

"Waiter!" roared the diner. The waiter looked intently out of the window, pretending he hadn't heard.

The diner had already complained of his chops and his chips and his napkin, and Alphonse had had about enough of him. "Waiter!"

Reluctantly Alphonse moved over. "Just look at the colour of this water, waiter!" growled the diner. "It's not fit to drink!"

Critically the waiter raised the glass to the light, and examined it. Then, triumphantly, he set it down again. "No, sir, you're deceiving yourself, sir," he said kindly. "That water's perfectly all right, sir. It's the glass' what's dirty!"

"What do you call this, madam?" the seaside boarder asked his landlady, as he held to view on a fork a lump of mystery.

"It is hot-pot," replied the landlady. "I see," smiled the lodger. "And this, I suppose, is a piece of the pot!"

"Look here," said the medical man, "there's nothing the matter with you. All you need is cheering up. Go, and enjoy yourself at one of those snappy musical comedies. It will take your mind off business."

"That's just what it won't do," muttered the patient. "I am an artificial leg manufacturer."

The old man had a pair of boots stolen. The thief having been traced and arrested, he was brought into court to give evidence.

"How much do you reckon your boots are worth?" asked the chairman in the course of the inquiry.

The old man scratched his head. "Waal," he replied slowly, "I bowt 'em new for 16s. and I've ad 'em sold an' 'ealed twice at five shillings a time; so I reckon they ought ter be worth twenty-five shillings."

HISTORIC DISPUTE ENDS

No Necessary Obstacles

But clear recognition of facts, allied with definite purpose, often shows that, no matter how awkward the facts may appear to be, they are not necessarily obstacles; but may, for just and determined men, serve as a jumping-off place whence, in one bound, firmer and negotiable ground can be reached. President Ibáñez's Government did not hope nor attempt to square verbal definitions of impossible application with wounded sentiments and exalted feeling.

Great Possibilities
South America, may all Latin America, has great possibilities. Convert these into great achievements. Let each and all go forward, side by side, hand in hand, in the spirit of mutual accommodation and goodwill exemplified by Chile and Peru. They have divided the land, but they share the honour which belongs to both equally and is indivisible.
It would be utterly unfair not

Prisoner then cried out from the dock that he would rather be hanged than serve ten years in gaol. As the prisoner was led out of court, the girl, Chan Kui, again burst out crying. Her wailing was heard in the next Court where the Puisne Judge was trying a case against a Filipino barber, and the spectators in the First Court rushed to see what was the matter.

Of the common past, and of the future in which the two countries will be found together by bonds stronger than any which have yet united them, there will presently be a lasting memorial (for it is a stipulation of the agreement which ends their difference) that both together shall erect on the famous Morro of Africa a monument to their reconciliation.

London, Sept. 11.
The "Daily Express" to-day says it understands that the Channel Tunnel Committee which was appointed by Parliament, is reporting in favour of the construction of the tunnel, the practicability of which has given rise to a great deal of controversy.—"Singapore Free Press."

Registry No.	Locality.	Boundary Measurements.				Contents in Square feet.	Approx Price
		N.	S.	E.	W.		
		ft.	ft.	ft.	ft.		
Y. Township Inland Lot No. 1218.	Neely, Row						
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**SATURDAY
GOOD MORNING, BILL**

**\$4, \$2, & \$1
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\$29.50 each.

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STORAGE CO., LTD.

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Handy Guide
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REEL CLUB

PREPARING FOR ST. ANDREW'S BALL

NEW INSTRUCTOR

At the second annual general meeting of the Reel Club, held in the City Hall, yesterday, Mr. K. S. Morrison, who presided pointed out that, for a club of its size and obligations, the Hong Kong Reel Club was in a highly satisfactory financial position.

A grant of \$200 was made to the Club by the St. Andrew's Society to defray the cost of doublets and equipment used by the participants in the 32-some reel which the Club staged for the Grand Taitao. They were very grateful for this gift.

Attractions of Dancing

The number of English members was ample testimony to the attractions of Highland dancing and it was hoped that many more non-Scottish dancers would join in the near future.

It was regretted that it was not found possible last year to continue with the children's classes but the incoming Committee would review the matter again and investigate the possibility of their revival.

New Blood

He had succeeded in enlisting the help of Pipe-Major Mackie as instructor. The latter would appoint his own assistants. The Reel Club could congratulate themselves upon having obtained the services of this highly competent and able instructor.

Messrs. J. Grant and I. H. C. Hight had filled the gaps left by the Hon. Secretary and Hon. Treasurer, respectively.

The Club would commence its practices for the 1929 season on Monday, September 21, from 5.30 p.m. to 7.30 p.m. in the Helena May Institute and would continue these meetings until November 25. There would be ten practices in all.

Secretary's Report

The Secretary's report said that 31 members had resigned and 44 new members had joined. The Club was very much indebted to Mrs. Ralston, Miss Whyte, Messrs. P. D. Wilson, M. A. A. Mackintosh, W. Beveridge, H. V. Parker, T. P. Sanderson, W. L. Alexander, and W. Robertson for the splendid work and keenness they had shown in the interests of the Club on Sub-Committees. It was with regret that they lost such keen supporters of the Club as Major and Mrs. Wolfe-Murray, Mr. and Mrs. Grayville Murray, Messrs. G. S. Brown, J. A. Douglas, and J. C. Thomson. In the forthcoming season the Club would also be without the keen support of Messrs. A. L. Shields, R. O. Sutherland, M. A. A. Mackintosh, W. Beveridge and T. P. Sanderson who had left for home on leave.

Election of Officers

The following officers were elected for the ensuing year:—

President: Mr. K. S. Morrison.
Hon. Secretary: Mr. J. Grant.
Hon. Treasurer: Mr. J. Hight.
Instructor: Pipe-Major Mackie.
Committee:—Mr. A. Stevenson, Mr. G. Duncan, Mr. D. L. McWhirter, Mr. W. Robertson, Mr. H. V. Parker, Pipe-Major Mackie, Miss J. Whyte, and Miss B. Laing.

ABNORMAL SKULL

MEDICAL EVIDENCE IN SERIOUS CASE

ALLEGED MANSLAUGHTER

Yesterday afternoon Mr. T. S. Whyte-Smith took evidence at the Kowloon Magistracy in the case in which Lo Choi (18), is charged with the manslaughter of another youth named Chan Muk.

Both youths were employees of a stall in the Mongkok Poultry Market, and in the course of a quarrel at the market at about 9 a.m., on August 19, the accused was alleged to have struck the other youth on the head with a wooden clog, thus bringing about his death.

Medical evidence was given by Dr. J. E. Dovey, who said that the youth had an abnormally thin skull which he described as being transparent as tissue paper.

The case was adjourned till this afternoon.

A POLISH HAREM

Polish Police are believed to have discovered and frustrated further exploitation of a clever scheme for the wholesale violation of the United States immigration laws with the arrest at Warsaw, of Rabbi Mendel Kastenberger and the magistrate of Wawer, a small village nearby.

The two are charged with co-operating with one Morris Baskin, an alleged citizen of the United States, to smuggle 62 Polish girls into the country during the last two years.

According to their story, Baskin, said to be the originator of the scheme, arrived in the Polish capital two years ago and sought out 62 girls whose sweethearts were known to be living in America. Professing to be acting in the interests of these young men Baskin then induced the Rabbi to marry him to each of the 62 before the Wawer magistrate, thus enabling him to secure American visas for them as wives.

Authorities in Warsaw are inclined to believe that Baskin, who is now at large, actually swindled the girls and sold them to the agents of an illicit traffic, once they were in the United States.

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London—	1/10 3/4
Bank, wire	1/10 13/16
Bank, on demand	1/10 13/16
Bank, 30 days' sight	1/11
Bank, 4 months' sight	1/11 3/4
Credits, 4 months' sight	1/11 3/4
Documentary 4 months' sight	1/11 3/4
On Paris—	1177 1/2
On demand	1177 1/2
Credits, 4 months' sight	1262 1/2
On Berlin—	—
On demand	—
On New York—	—
On demand	46 1/4
Credits, 60 days' sight	47 3/4
On Bombay—	—
Wire	127 1/4
On demand	127 1/4
On Calcutta—	—
Wire	127 1/4
On demand	127 1/4
On Singapore—	—
On demand	82
On Manila—	—
On demand	92 1/2
On Shanghai—	—
On demand	83 3/4
30 day's sight (private paper)	—
On Yokohama—	—
On demand	96 3/4
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	10.15
Silver (per oz.)	23 9/16
Bar Silver in Hong Kong	3% dis.
Copper Cash	Nominal
Copper Cents	3% prem.
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	25 1/2% dis.
Hong Kong Sub. Coin	Par.

LONDON EXCHANGES

London, Yesterday.	
Paris	123.855
New York	4.84 21/32
Brussels	34.89
Geneva	25.15
Amsterdam	12.09
Milan	92.675
Berlin	20.56
Stockholm	13.10
Copenhagen	13.20
Oslo	13.205
Vienna	34.43
Prague	163 1/4
Helsingfors	193 1/4
Madrid	32.865
Lisbon	108.20
Athens	375
Buenos Aires	47 7/32
Rio	57 1/2
Bucharest	817
Bombay	1/5 13/16
Shanghai	Holiday
Hong Kong	1/10 3/4
Yokohama	1/11 13/32
Silver Spot	23 9/16
Silver Forward	23 3/4

—British Wireless Service.

IS IT POSSIBLE TO MAKE THE HANDS REALLY GERM-FREE?

All civilized people nowadays must possess clean hands. He (or she) is expected not only to remove carefully all the stains of the day's toil, but also to give the hands a certain amount of special attention. The modern standard of living imposes these obligations as a matter of course. There are, however, a great number of people who have to observe not only social but also medical cleanliness, whose hands must be germ-free. They are mostly members of certain professions—doctors, veterinary surgeons, midwives, bacteriologists, meat inspectors and others—who are exposed to contact with poisonous and infectious organisms. Ordinary cleansing with soap and hot water does not give the asepsis they require. It is necessary to provide them with a substance that will combine effective cleansing power with strong bactericidal action. The problem is an easy one to state, but its practical solution presents great difficulties. Corrosive sublimate, as everyone knows, is a powerful, disinfectant, but it is quite unsuitable for use in soap, as it changes its composition so quickly that its antiseptic properties are soon destroyed. Carbolic acid and other disinfectants have entirely failed to realise the hopes that have been based on them.

The problem has only been really solved by "AFRIDOL" Soap, which unites the properties of a mild toilet soap, well tolerated by the skin, with those of a powerful germicide, and which is at the same time absolutely stable. It is the ideal soap, not only for workers in professions such as those indicated, but also for everyone with a tender skin and for sufferers from boils, facial acne and other skin troubles. The regular use of "AFRIDOL" Soap has proved a great boon to many persons whose professional success has been threatened by disgusting eruptions.

Drive a Trusty
"TRIUMPH"
the Motor that never fails you

T.T. on London 1/10 3/4

T.T. on Shanghai 84 1/2

Banks

H.K. Bank	\$1235 b & sa
H.K. London Reg.	£129 n
Chartered Bank	£197 1/2 b x div
Mercantile A. & B.	£32 1/4 n
Mercantile C.	£15 1/4 n
P. & O. Bank	£15 1/4 n
Bank of East Asia	\$90 1/2 n

Insurances

Canton Insurance	\$630 n
Union Insurance	\$341 b
North China Insurance	T160 b
Yangtze Insurance	M650 n
China Underwriters	\$2 n
China Fire Insurance	\$310 b
H.K. Fire Insurance	\$750 b

Shipping

Douglases	\$27 1/2 n
H.K. Steamboats	\$25 b
H.K. Tugs & Lighters	—
Indo-Chinas (Pref.)	\$46 s
Indo-Chinas (Def.)	\$70 s
Shell Transports (old)	100/- n
Shell Transports (new)	—
Union Waterboats	\$22 s

Mining

Benguets	\$8.35 b
Kailan Mining Ad.	62/6 n
Langkats (comb.)	T14 n
Langkats (single)	T9 1/4 n
Shanghai Explorations	T140 n
Shanghai Loans	T4 1/4 n
Rauhs	\$9 1/2 n
Trench Mines	21/- b
Docks, Wharves, Godowns, &c.	—
H.K. Wharves	\$130 b
H.K. & W. Docks	\$32 1/2 b
China Providents	\$4.45 b 400 s
Hongkew	T131 n
New Engineering	T7.90 b
Shanghai Docks	T145 b

Cotton Mills

Ewo Cottons	T23.10 b
Shanghai Cottons (old)	T104 b
Shanghai Cottons (new)	T76 b
Zoong Sings	T13 b

Lands, Hotels & Buildings

H.K. & S. Hotels	\$9.30 b 9.40 sa
H.K. Lands	\$61 sa
Shanghai Lands	T160 b
Humphreys' Estates	\$14.10 b
H.K. Realities	\$7 1/4 b 8 s
Chinese Estates	\$93 s
H.K. Territorials	—
Prince's Buildings	—

Public Utilities

H.K. Tramways	\$18.10 b 1835 s
Peak Trams (old)	\$11.80 s
Peak Trams (new)	\$6.05 n
Star Ferries	\$66 1/2 b
China Lights (comb.)	—
China Lights (old)	\$13 b 13 1/4 sa
China Lights (new)	\$12 1/4 b
China Lights 1928 issue	—
H.K. Electric (old)	\$62 b 62 1/4 sa
H.K. Electric (new)	—
Macao Electric	\$23 b
H.K. Telephones	\$7 b 7.10 sa
China Buses	\$115 b
Singapore Traction	11/- s
Singapore Pref.	20/- b
Sandakan Lts.	\$2 1/2 s

Industrials

China Sugars	95 cts. s
Malabon Sugars	\$27 n
Canton Ices	\$2 1/2 b
Cements (comb.)	\$9.30 b 9 1/2 s
Cements (old)	\$7.70 b
Cements (new)	\$1 1/2 b
H.K. Ropes (old)	\$7 1/4 b 7 1/2 s
H.K. Ropes (new)	—
United Asbestos	\$5 b

Stores, &c.

Dairy Farms	\$19.90 n
Watsons	\$11.90 b
Der A. Wings	80 cts. n
Lans Crawfords	\$134 n
Mackintoshs	\$18 b
Sinceras	\$12 n
Wm. Powells	\$24 s

Miscellaneous

H.K. Amusements	\$25 1/2 s
H.K. Constructions	\$140 s
B. Ind. G.S. Bonds	64 1/2% n
H.K. Govt. Loan	86 1/2% p prem.
Caldbeck Macgregor: Ord.	\$11 b
Caldbeck Macgregor: Pref.	\$10 b

PRICE OF PEACE

THE QUESTION OF NATIONAL SAFETY

The recent announcements by our own Prime Minister and President Hoover of substantial reductions in the immediate shipbuilding programmes of Great Britain and the United States of America respectively were doubtless intended to be "dramatic." That they are not being regarded as empty "gestures" is sufficiently evidenced by the criticisms of big navy men, not only in Britain and America, but also in France and Italy and elsewhere. Almost in unison they have cried out, "You must not tamper with the minimum we need for national safety."

This cry does not, however, really clear an issue, for, with the exception perhaps of the most extreme pessimists, all are agreed on maintaining that minimum of armaments that is needed for national safety. The real questions on which differences arise are as to the assumptions on which that minimum is to be ascertained and how it is to be obtained.

It is obvious that in a world of potential enemies, it is perfectly logical to demand such a force as would be a complete defence, not merely against any single one, but also against any probable or even possible combination of these potential enemies. The trouble arises, however, from the fact that each nation will follow the same line of logic, and, as each will



The New SCENIC ROUTE

Through Nature's Wonderland— The Canadian Rockies

Cross Canada from Vancouver by the route of the lowest altitude and easiest gradient of any transcontinental line. Yet see the highest Canadian Rocky peaks and the rugged wonders of Jasper National Park. A trip of luxury and thrill. Daily all-steel trains, radio-equipped observation cars. De Luxe dining car service moderately priced. For rates, literature and information apply.

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The Largest Railway System in North America
(SEPARATE AND DISTINCT FROM CANADIAN PACIFIC RAILWAY)

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SPORT JERSEY SUITS

Two-Piece

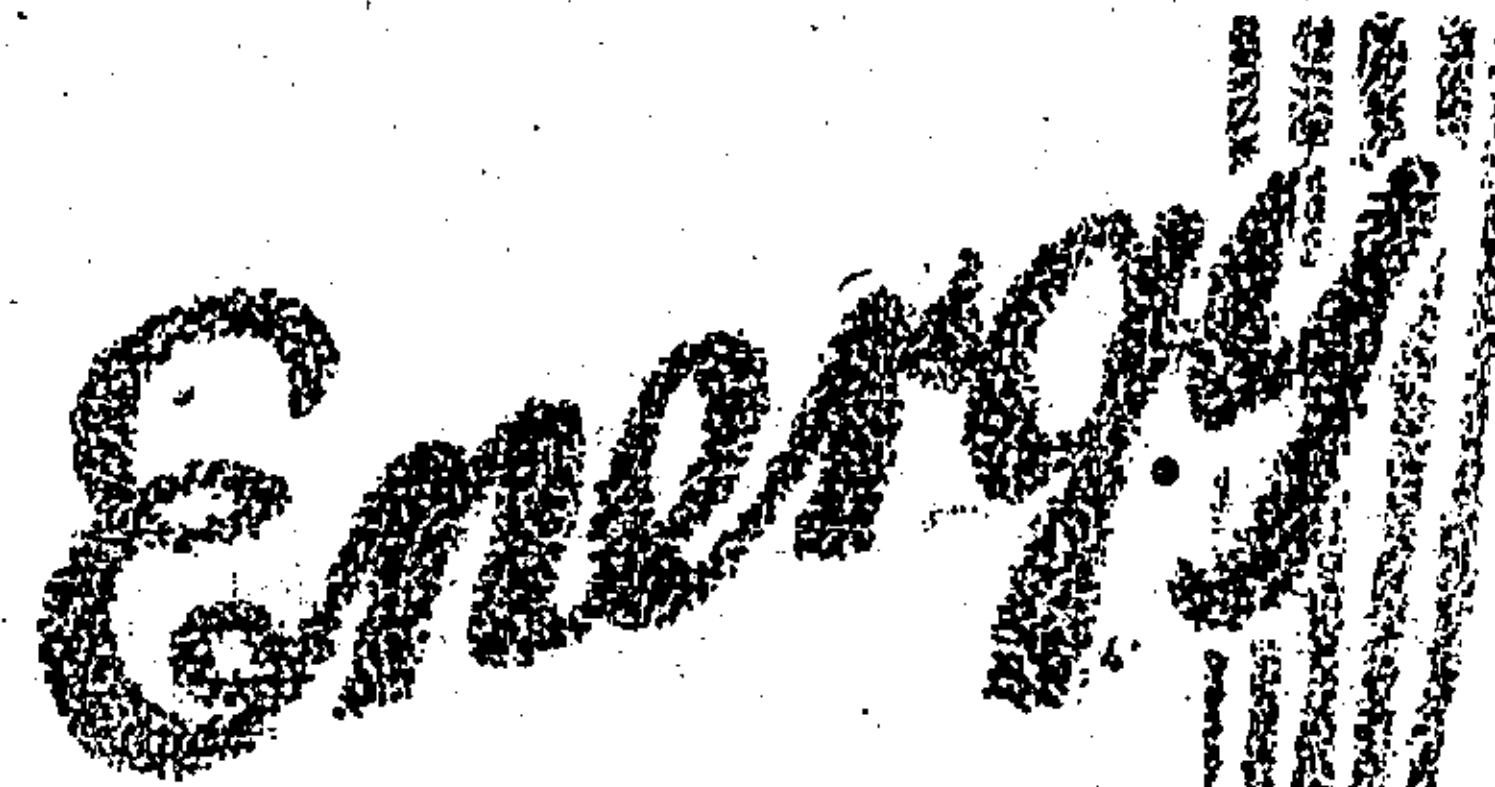
BEAUTIFUL

SILK UNDERWEAR

And

AUTUMN HATS

13, Queen's Road, C.



"The longer I live the more I am certain that the great difference between men, between the feeble and the powerful, the great and the insignificant, is energy—invincible determination, a purpose once fixed and then death or victory. That quality will do anything that can be done in this world; and no talents, no circumstances, no opportunities, will make a two-legged creature a man without it."

Sir T. F. BUXTON, Bart.

The use of Sanatogen for a few weeks means an entire overhaul of the whole mechanism of Health. Sanatogen, by power of its two constituents—albumin and phosphorus—rebuilds every cell of your body, renews the blood, gives new strength and energy to the debilitated nerves and enables you to do twice as much twice as well. Sanatogen is a true conqueror of fatigue. Prof. Mann, formerly of Oxford University, wrote:

"A building-up process goes on in the nerves after the administration of Sanatogen."

Start taking Sanatogen to-day. Irritability, depression, sleeplessness, fatigue and all other symptoms of nervousness will quickly vanish and you will begin to enjoy better Health, greater Energy and a happier life.

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The True Tonic-Food

At all chemists and stores.

judge, as it is entitled to do, its own minimum of safety, a never-ending competition of armament building will result that can know no limit save the purses of the countries concerned. Must we not then ask whether there is not something wrong about a hypothesis which leads to so absurd a conclusion?

A Bitter Thought
It is impossible within the limits of a short article to disprove a belief based upon much bitter experience of the past and much that is still wrong to-day. It may, however, be suggested that, for those who have eyes to see, that belief is in fact being rapidly replaced by a bigger and more hopeful faith in a world in which the nations are growing to regard each other as actual friends rather than as potential enemies. In spite of its weaknesses and failures, the League of Nations in the short ten years of its history, has not only proved a

means of stopping wars but, even more valuable, has enabled the nations in a hundred ways to work together in the arts of peace. The Kellogg Pact is a sincere expression of a world determination to establish permanent peace upon the earth. There is enough, Heaven knows, of the old spirit of mutual suspicion and hostility left to give food to the doubters. But the world is what we make it—and that is the justification for those who are building for a future of harmonious co-operation. If the peoples of the world so will, and there is every sign that they are increasingly doing so—there is no obstacle to the ultimate reduction of armaments by international agreement to the level of police forces. National safety will then be attained for this and every other country, to quote Mr. MacDonald, "Not by arms, but by the absence of arms."

Sport Columns

HOME FOOTBALL

ONE MATCH IN NORTHERN LEAGUE

ROCHDALE STILL UNDEFEATED

London, Yesterday.
An important match in the Northern Section of the Third Division was played to-day at Rochdale when the local team beat Darlington by the substantial margin of four goals to one.—Reuter.

Previously Darlington had played five games, out of which they had extracted eight points, whilst Rochdale had played four games for three wins and a draw.

Today's victory for Rochdale places them second on the table to Port Vale who have, however, played one game more and have lost one match.

Last season Rochdale, at home, defeated Darlington by 5-0.

Undeclared Teams

The list of undeclared teams is as follows:

Derby County—First Division.
Oldham—Second Division.
Hull—Second Division.
Stoke—Second Division.
Plymouth—Third Division (South).
Plymouth—Third Division (North).
Stockport—Third Division (North).
Rochdale—Third Division (North).
Rangers—Settish Division.

Division III. (North)

	P	W	D	L	F	A	Pts
Port Vale	5	5	0	0	17	5	10
Rochdale	5	1	0	11	5	9	2
Stockport	5	3	2	0	16	4	8
Darlington	5	4	0	2	20	13	8
Tranmere	5	3	1	1	15	10	7
Crewe	4	3	0	1	9	3	6
Accrington	5	2	2	1	12	8	6
S. Shields	5	3	0	2	8	9	6
Carlisle	5	2	1	2	12	11	5
York	5	1	3	1	6	6	5
Rotherham	5	2	1	2	9	11	5
Lincoln	4	1	3	2	8	10	5
Doncaster	5	2	1	3	7	10	5
Southport	5	1	2	2	7	13	4
Barrow	5	2	0	3	9	15	4
Wigan	4	1	1	2	7	5	3
Hull	4	1	1	2	7	11	3
Wrexham	5	0	3	2	3	6	3
Hartlepool	5	0	3	2	5	11	3
Nelson	5	1	1	3	6	14	3
Chesterfield	4	1	0	3	6	8	2
N. Brighton	5	1	0	4	3	15	2

WATER POLO

TWO MATCHES DRAWN IN LEAGUE

Two matches in the Water Polo League were drawn last night, thus leaving the V.R.C. "A" team and the Kowloon "A" still bracketed together in first position.

In the first match the Navy and the K.O.S.B. "B" played a goalless draw.

The second match brought the K.O.S.B. "A" and the Chinese "B" together. Each side scored three goals.

League Positions

The latest positions of the contending teams are:

	P	W	D	L	F	A	Pts
V.R.C. "A"	7	7	0	0	28	2	14
Kowloon "A"	7	7	0	1	27	4	14
Chinese "B"	7	5	1	1	20	9	11
V.R.C. "B"	8	5	0	3	20	15	10
K.O.S.B. "A"	8	3	1	4	12	15	7
Navy	8	3	1	4	6	20	7
Somersets	8	3	0	5	17	20	7
Kowloon "B"	1	1	5	6	27	3	2
Chinese "A"	1	1	0	6	7	21	2
K.O.S.B. "B"	8	0	2	6	3	25	2

TENNIS

STRAITS CHINESE DEFEATS RUMJAHN

In a hard fought match in the semi-final of the C.A.A. tennis tournament at the North Point Stadium yesterday afternoon, S. A. Rumjahn, a former champion of the Colony, was defeated by Lim Bong-so (Straits Chinese), by 8-10; 6-1; 6-0.

Hong Doubles

Yesterday's matches resulted as follows:

A. D. Humphreys and R. K. Valentine, of Dodwell & Co. (own 15/3) defeated C. B. Brown and H. R. Forsyth, of Linstead and Davis (rec. 15/1).

GOLF

ADAMSON CUP PLAY FOR SEPTEMBER

The Royal Hong Kong Golf Club's Adamson Cup play for September resulted:

W. R. Hiltner 101-24 = 77

Qualities.

There were eight entries.

BUNKER PRACTICES TO BE AVOIDED

ILLEGAL PRACTICES

In the recent Scottish Amateur Championship several incidents occurred affecting procedure and golfing law which are of interest to all golfers, especially those on holiday, who will be playing in open competitions and tournaments, and will be presumed to have a proper acquaintance with the rules, says a writer in the "Observer." Unfortunately, the presumption is not a sound one, for it is a notorious and a regrettable fact that, generally speaking, golfers have but a very limited acquaintance with, and often only a hazy conception of, the rules under which the game must be played, if it is not to be reduced to a mere farce.

I often tremble to think of the number of competitions which are won and lost by illegal practices, not because of any deliberate misconduct, but because of the lamentable ignorance of players. The day is coming when one of the big American clubs will, before proceeding to the election of new members, require candidates to pass an examination in golfing etiquette, law, and procedure. When one sees, as I did, in the Scottish championship, a player leap into a bunker where his ball is lying, pick up a handful of sand, in which he rubs his hands in order to remove the moisture, and then proceed to play the shot as if nothing had happened, it makes one wonder what he will do next.

Division of Opinion

The picking up of a handful of sand a yard or so behind the ball has led to an interesting discussion, in which opinion appears equally divided, as to what penalty, if any, the player has incurred. On the one hand, it is urged that the player loses the hole, because by the act of diving his hands into the sand he has an opportunity of testing the consistency of it.

In support of this view the case of the North-West Club is cited. In this instance A and B are partners in a foursome, and their ball lies in a bunker. It is A's turn to play, but before doing so B makes a practice swing to show how, in his opinion, the ball should be played. In doing so B strikes the sand in the bunker about three yards from where the ball is lying, but does not in any way interfere with the ball, or its lie.

In giving their decision St. Andrews say: "The object of the words 'The club shall not touch the ground' in Rule 25 is, in effect, to prevent a player from testing the consistency of the soil. B's practice stroke might have conveyed this information to his partner A. The Rules of Golf Committee therefore considers that in equity A and B should lose the hole."

Though in some doubt, personally I am inclined to think that the North-West case does not apply in the present circumstances. In the one case the player uses a club and in the other the player picks up a handful of sand, an act which can scarcely be construed into "testing the consistency of the soil," or "improving the lie of the ball," which, I think, is the main factor in determining the issue involved.

Clubs in a Hazard

Here the player takes, with him two clubs into a bunker in which the ball is lying. He elects to play the shot with one club, whereupon he throws the other into the sand. The player, changing his mind, picks up the club lying in the sand and puts down the other.

In deciding that the player incurred no penalty, St. Andrews implied that the player neither improved the lie of the ball nor formed any idea of the nature or consistency of the sand.

Similarly, St. Andrews has decided that no penalty attaches to a player dropping his bag of clubs in a bunker when about to play a shot out of the hazard, "provided that the action of the player does not in any way assist him in making the stroke."

There was another bunker incident in the Scottish championship, the circumstances of which are not unusual in everyday golf. A player loses his ball in a bunker, and, having, with the assistance of others, conducted an unsuccessful search takes three paces in the direction of the next teeing-ground, at the same time remarking to his opponent, "Well, I suppose that's gone," meaning the ball. At this precise moment someone shouts, "Here you are, sir," the ball having been found buried in the sand. The question arises: "Can the player then play the ball, the five minutes allowed for search not having expired?"

Most certainly and emphatically "No." There are gestures and phrases common to the game which are as universally understood as the signs given by the motorist. When a golfer turns his back on the spot where a ball is lost, and heads for the next tee, there can only be one possible interpretation—he has abandoned the ball—and the hole.

The point cannot be too strongly stressed that once a recognised gesture has been given, or an implied word spoken, there can be no going back; the step is irrevocable. I have come across players who, in similar circumstances, have not only insisted on continuing play with the found ball, but have regarded it as an act of unsportsmanship on the part of an opponent who offers objection. Rather is the boot on the other leg. There is the case from the Yelverton Club, where A and B played their second shots on to a certain green. A's ball was found on the green, but B, being unable to find his ball, gave it up as lost and walked to the next tee. The couple following found B's ball in the hole, so he had held out in two strokes. Who won the hole, A or B? St. Andrews decided that A won the hole because B lost his ball and abandoned the hole.

Amusing Situation

The recalling of a shot has led to a rather unusual set of circumstances, being submitted to St. Andrews by the New Zealand Golf Association. In a mixed foursome, bogey competition the lady, whose shot it was, drove from outside the limits of the teeing-ground. The drive being recalled, the next drive was played by the man, the Council of the New Zealand Association deciding that the side had thus played two shots, quoting Stroke Rule 7, which says that a competitor who drives outside the limits of the tee shall count the stroke, but must drive another ball within the limits, as their authority.

This was a bad decision. St. Andrews points out that when a stroke competition is played under foursome conditions, Rule 3, which provides that partners in a foursome shall drive off alternately from the teeing grounds, overrides Stroke Rule 7. "The stroke which the lady played," adds St. Andrews, "was not a stroke in the stipulated round, and did not bring her ball into play. She should, therefore, have replayed her stroke from within the limits of the teeing ground."

MISS SANDISON

TENNIS PROPHETS PREDICT ARIKHT

— London, August 18.

Commenting on Miss Sandison's successes at Lawn Tennis Tournaments in England since the Wimbledon Mr. A. Wallis Myers writing in the "Daily Telegraph" says: "It is now plain that those who predicted an International reputation for Miss Sandison are right."



Colonel Castro Ibanez, President of the Republic of Chile, the anniversary of whose declaration of freedom is being celebrated to-day.

JUNIOR T.T.

WINNER DISQUALIFIED IN ISLE OF MAN

London, Sept. 11.
In the Junior T.T. over the famous Isle of Man course W. H. T. Meagreen (Rex) came first, covering 226½ miles in 3 hrs. 28 mins. 3 secs., an average speed of 65.80 miles an hour, this breaking his own record which he set up last year by 12 mins. 33 secs.

Meagreen, however, was unfortunately disqualified for receiving assistance after a breakdown. It is understood that he is appealing.

First place was awarded to E. N. Lea (Velolette) whose time was 3 hrs. 28 mins. 15 secs., an average of 65.24 miles an hour. — "Singapore Free Press."

HELLESPONT SWUM

UNITED STATES UNIVERSITY STUDENTS

History was made by three American university girls on July 18, in swimming the Hellespont, says the "New York Herald's" Paris edition.

Setting out from the foot of the Sestos Cliff on the European side, they defied a stiff north wind and the treacherous cross tide. Using a steady over-arm crawl, they reached the Asiatic shore, and climbed up the sandy beach below the barren rock which towers above the strait, less than an hour and a half after starting on their venture.

The first girl to reach the other side, Miss Eleanor Studley, of Wellesley, Massachusetts, and Smith College, took only eighty minutes for the crossing. Miss Lucy Hancock, of Charlottesville, Virginia, and Vassar College, was the next to reach the shore. The third was Miss Eugenie Patterson, of Wellesley, Massachusetts, and Smith College.

The strait varies in breadth from one to four miles.

ATHLETIC FEAT

London, Sept. 11.
The Amateur Athletic Association has awarded the Harvey Memorial Cup for the finest athletic feat of the year to Cyril Ellis. The Jackson Cup has been awarded jointly to H. Payne and J. A. T. Hanlon. — "Singapore Free Press."

HOME TURF

London, Sept. 11.

The Racing Board of Control intends to tackle the question of ante-post wagering.

The Board is also expected shortly to inaugurate a double event pool on the Cesarewitch and the Cambridge-shire. — "Singapore Free Press."

EAST AFRICA

IMPROVING COMMUNICATIONS IN SWAMP LANDS

The completion of the new bridge over the Pungwe River in Portuguese East Africa has brought considerable relief to Rhodesia, who is now assured of a safe trade outlet and can rely on the certainty of being able to transport her produce to various markets with the minimum of delay and expense.

The railway line from Beira on the coast into Rhodesia crosses the River Pungwe some 35 miles from Beira and also traverses the treacherous expanse of swamp extending on both sides of the river approximately 14 miles. For a long time the Beira and Mashonaland Railway suffered severe loss each year owing to washaways due to the heavy floods in this area. In 1926, a station on the line received 43 inches of rain in 9 days, and a devastating flood isolated Rhodesia from her natural outlet and really brought matters to a head. As a result the Pungwe Protection Works were commenced, by which, at a cost of £300,000, the permanent way over a distance of 14 miles was raised until the track lay at a level of three feet above that of the highest known flood.

Dorman, Long & Co. were entrusted with the supply and erection of eight viaducts across the flats and a 5-span bridge across the Pungwe River itself. The viaducts were erected alongside the existing line and the track diverted to them whilst the bridge itself was erected downstream from the existing structure, in order that the important traffic using the line should not be disturbed until the last possible moment.

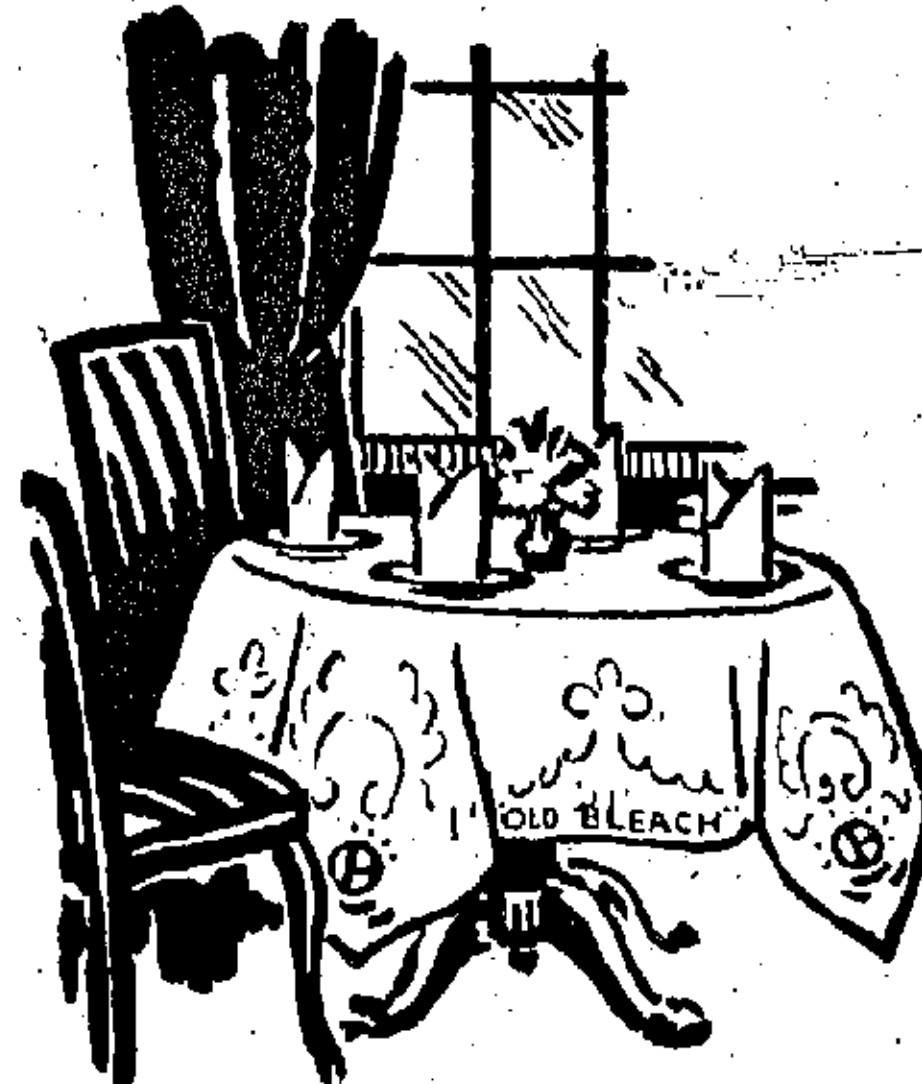
Facing Great Odds

From the outset the engineering staff was faced with great difficulties owing to the prevalence of malaria and blackwater fever, but in spite of all obstacles, the works were completed to time and the test train passed over the bridge and viaducts during the last week of February, 1929.

The actual bridge consists of 5 fixed spans, each 163 ft. centres of piers. A single line of 3 ft. 6 in. gauge railway track is carried. Steelwork erection was commenced in July and finished in December, 1928. Three river spans were erected by the same method as had been previously employed by the company for the building of the Dessouk Bridge, with a slight variation in that the erection crane travelled along

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the deck of the bridge instead of along the top boom as at Dessouk.

The viaduct steelwork was erected by a 2-ton travelling hand crane, which lifted complete 18 ft. spans of steelwork, consisting of two 24 in. joists with cross-bracing. The longest of these viaducts was 1,700 ft., and the shortest 425 ft., the total weight of steelwork contained in them being approximately 780 tons. In the actual bridge the weight of steel used was about 620 tons, giving a total of 1,400 tons, all of which was manufactured and fabricated by Dorman, Long & Co. in their works at Middlesbrough.

The Limpopo Bridge connects the Beira and Mashonaland Railway with the South African Railways, a company that was formed by private enterprise in 1859, and now operates over 12,500 route miles of track.

The possibilities of development in these areas are tremendous and

it is certain that the assistance of the bridge builder will soon be in even greater demand than at present in the opening up of Rhodesia and the Transvaal, connecting them with the ports from which their natural wealth can be sent to market.

SOLO FLIGHT

ITALIAN AIRMAN DUE IN THE STRAITS

Penang, Sept. 9.
Captain Savino, of the Italian Navy, who is on a solo flight in a seaplane to Australia is due any moment at Penang.

Capt. Savino is said to have left Italy on Sept. 1 on an attempt to fly to Australia and back in 18 days. Arrangements have been made both at Victoria Point and here by the Asiatic Petroleum Company to supply the airman with all requirements. — Straits Times.

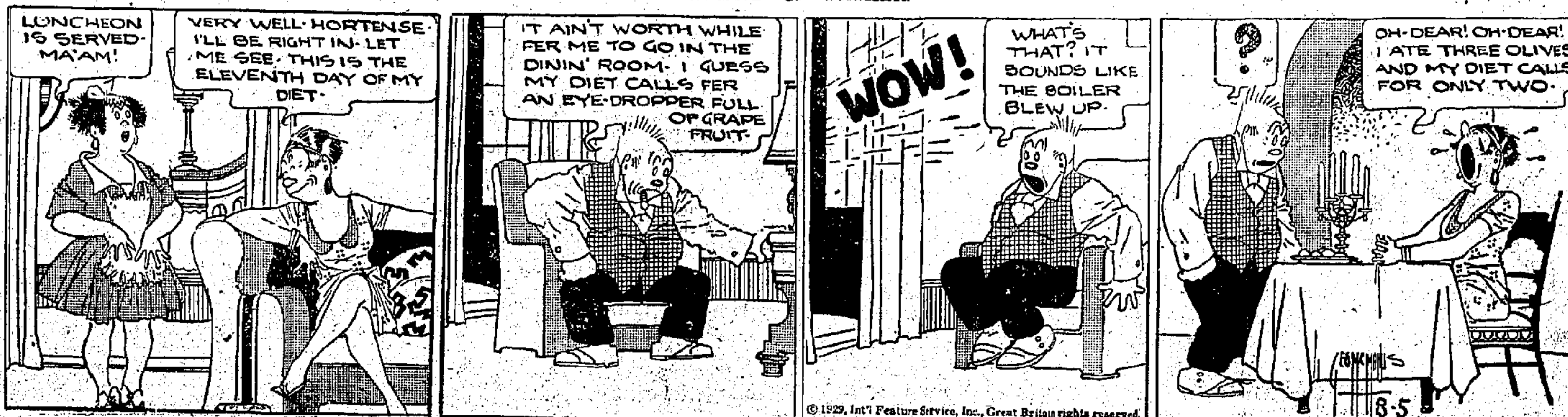
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World News In Pictures

Princess On Zep



Just at the last minute an added passenger on the "Graf Zeppelin" was announced. And it's a she, no less a person than Princess enia of Russia, wife of William B. Leeds, a member of one of America's wealthiest families. Here's the smiling couple just before they boarded the "Graf" for the long world cruise.

Starts World Cruise



Ernest Fischback, the fifteen-year-old German cabin boy on the "Graf Zeppelin," was the youngest person to entirely circle the world by air. Fischback is a bright, cheerful youngster and was a great favourite with passengers and crew.

Boys Almost Bury Wounded Chum



After accidentally shooting their 11 year-old pal, Arthur Gentile, in the head, these two youths, Attilio Tassi, left, 9 years, and Romulus Lucentini, 13 years, of Woburn, Mass., innocently dug a grave and were about to bury their victim, still alive, when a neighbour came upon the scene and snatched the dying boy from his grave. He was rushed to Choate Memorial Hospital, but later died. Police were notified and the two boys are held for manslaughter.

Hero Killed in Crash



Lieutenant Florentin Bonnet, war ace and France's entrant in the Schneider Cup Race, was instantly killed recently when his seaplane crashed at Bordeaux. Lieutenant Bonnet was holder of the world's speed record for land planes and had a notable record during the War. He was awarded the French Military Medal and later the Cross of the Legion of Honour for his fighting exploits. His death brings to an end a colourful career.

Prince Takes Secret Bride



Prince Franz Von und Zu Lichtenstein, aged 76, is wed to Frau Elsa Von Eroes, aged 51, to whom he is said to have been morganatically married for ten years. The Prince ascended to the throne of his little principality on August 11. Frau Eroes, now the Countess of Valdez, is the first person not of princely rank to marry into the ancient Lichtenstein family.

Wins Up-Hill Fight for Life



Viola Gentry, plucky aviatrix, is coming out victor in her game fight at Nassau County Hospital, New York, where she is confined since injured when her endurance flight plane dashed to earth at Roosevelt Field, L. I., a few weeks ago. Jack Ashcraft, her copilot, was killed in the crash. Miss Gentry's recovery is considered remarkable in view of the serious nature of her wounds which necessitated blood transfusions.

Stood by Her Mate



Mrs. James H. Snook, above, wife of former Prof. James H. Snook, at Ohio State University, on trial for the murder of Theora Hix, testified in Columbus, Ohio, court in defence of her husband. As Snook took the stand to tell his story, she kissed him, wishing him success.

That Smile Of Triumph



Dr. Hugo Eckener, commander of the "Graf Zeppelin," radiates the joy that comes from the successful performance of a great feat.

Famous Lifer Sees the World



For the first time since he was committed to Charlestown, Mass., prison for life, 53 years ago, Jesse Pomeroy, centre, holding package, laid his eyes on the outside world when he was transferred to the State prison farm to serve the remainder of his sentence. He went with two other prisoners, shown with him. Pomeroy was convicted, at the age of 17, for the murder of two children younger than himself. The wonders of the modern world which greeted his eyes so astounded him, he could hardly grasp their meaning.

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GIVEN US



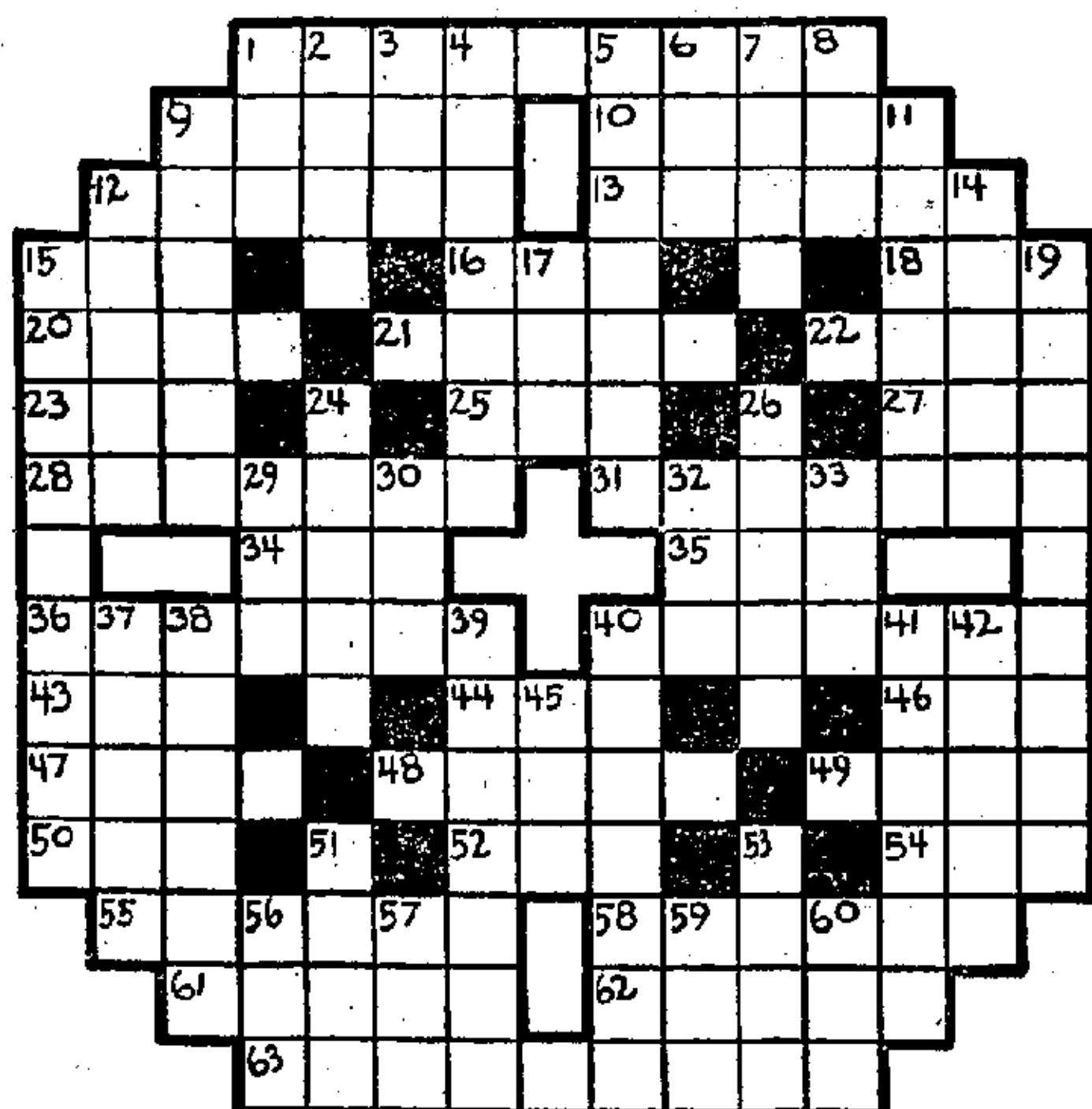
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DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, place, and alkali.)



- | | | |
|-------------------------|---------------------------|-------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1-Convulsive | 48-Stookings | 14-Girl's name |
| 3-Bird's perch | 50-Period of time | 15-Confidently |
| 10-Burrowing animal | (pl.-abbr.) | 17-Utter |
| (pl.) | 52-Individual | 18-Gave with |
| 12-Reprimand | 54-Marry | reliance |
| 13-Small creeks | 55-Line connecting | 24-Apparel |
| 15-Embrace | places having equal | 26-Decent |
| 16-Superlative suffix | atmospheric | 28-Attention |
| 18-Scrape | pressure | 30-Support |
| 20-By word of mouth | 58-Wait upon | 32-Suffix denoting |
| 21-Short gaiters | 61-Sharp cries | quality |
| 22-Vessel for flowers | 62-Substance used | 33-Fruit's name for |
| 23-Nominal value | medicinally | India |
| 25-Alkaline solution | 63-Setting free | 37-New Zealand |
| 27-To cut off edges, as | | aborigine |
| of coin | | 38-Resembling alloy of |
| 28-Somewhat old | | copper and zinc |
| 31-One who mocks | VERTICAL | 39-Sanction |
| 34-100 square meters | 1-Convulsive sigh | 40-Unfurl |
| 35-Girl's nickname | 2-Thrust out the lips | 41-Deluge |
| 36-Offense | sullenly | 42-Freed from pain |
| 40-Adorned with | 3-Request | 43-Ionia (abbr.) |
| ornamental knobs | 4-Precautiously | 44-Compunct |
| 43-Etruscan household | 5-Left out | 45-Render senseless |
| god | 6-Put on | 46-Poetic form of over |
| 44-Pinch | 7-In an evil manner | 47-Every |
| 46-Fragment of cloth | 8-A letter | 48-Fruit meaning |
| 47-Burden | 9-Extend | thrice |
| 48-Decorate | 11-Shore of the sea | 49-Incite |
| | 12-Rustle | |

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

TO RE-MARRY

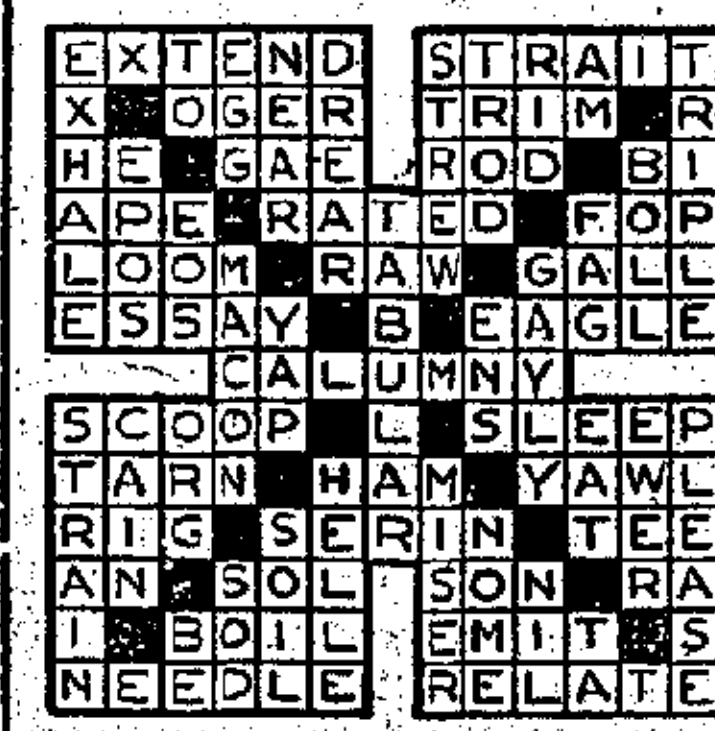
ENGAGEMENT OF SIR HENRY CURTIS-BENNETT

The engagement is announced of Sir Henry Curtis-Bennett, K.C., of Boreham Lodge, Chelmsford, and Miss Lillian Mary Jeffries, of 1, Montpelier-place, London, S.W. The date of the marriage has not yet been definitely announced, but it is understood that it will take place in the near future.

Miss Jeffries is, it is stated, an old friend of the family, and has known Sir Henry for a number of years.

Sir Henry was previously married in 1903 to Miss Elsie Eleanor Dangar, daughter of Mr. A. A. Dangar, of New South Wales. The marriage was dissolved in 1927.

YESTERDAY'S SOLUTION



The 1st Battalion the Lincolnshire Regiment left Dover for London to take over guard duties with the Sherwood Foresters at the Royal Palaces until Sept. 21.

PROHIBITION

SUGGESTED DIVISION OF POWERS

MEDICINAL ALCOHOL

The U.S. Treasury for the first time since Prohibition came into force has authorized the legal manufacture of whisky to supplement the reserves which are kept for medicinal purposes. The law imposes upon the Government the duty of deciding about the replenishment of the medicinal stocks of liquor, and they have now fallen to about 8,000,000 gallons. As the rate of consumption is between 1,000,000 and 1,500,000 gallons per annum and the liquor must be matured for four years, the Treasury has decided to replenish the store and will probably give permission to distill to six or eight private firms.

The annual Conference of Governors of States, at which 26 of them were present, opened on July 16 at Eastern Point, Connecticut.

Weak Spots

Mr. Roosevelt, the Governor of New York, made public a letter addressed to him by Mr. George W. Wickersham, chairman of Mr. Hoover's Law Enforcement Commission, in which the writer pointed out the weaknesses inherent in the Prohibition Laws and urged the calling of a conference to recommend plans for strengthening them. He suggested that it would make the enforcement of the Volstead Act easier and strike a blow at bootlegging if the prevention of the importation, manufacture, and sale of liquor were kept under Federal control, and the State authorities became responsible for jurisdiction over the retail end of the peculiarly profitable crime of liquor law violation.

Mr. Wickersham's proposal has provoked widespread discussion, and, as the opinion prevails that it would not have been made without Mr. Hoover's approval, it is regarded as the most important development in the prohibition controversy since the present Administration took office. The main support for the proposal comes from the "drys," whose spokesmen claim always to have taken the position that it should not be the duty of the Federal authorities to act as policemen for closing "speakeasies" and rounding up bootleggers, and that the responsibility for such work should be shared by every State. They are doubtful, however, whether certain notoriously "wet" States, such as New York, Wisconsin, and Massachusetts, if entrusted with jurisdiction over the sale of liquor, would not shirk their duty.

TOO EVE-LIKE

FRENCH DANCER SUES AN ARTIST

A bewitching music-hall artiste, Mlle. Edmonde Guy, of the Guy Sisters, has caused a typically Parisian sensation by filing a suit for \$800 damages against Kees Van Dongen, the artist, for painting and exposing an Eve-like representation of her.

"I suppose that you are astonished that it has taken me five years to discover that Van Dongen made an immoral painting of me which was the talk of the twenty-five salons," Mlle. Guy, who is noted for her sinuous nude dancing, said to a Pressman.

"A Simple Study"

"I posed only twice for what I believed would be a simple artistic study, but I was most surprised when I discovered a long time afterwards that Van Dongen had actually made a full-length portrait of me. About that time I had to leave Paris on long tours and I did not realize that Van Dongen was exhibiting the painting to the entire world. He actually has the original in his studio for all his friends to see, and the idea shocked me."

Mlle. Guy recently demanded that Van Dongen should give her the work, claiming that portraits belong to the persons painted, but he demanded that she should pay for it as other sitters. She thereupon decided to file the suit.

The disputed painting is to be shown in court during the proceedings.

AIR MAILS

REGULAR SERVICE TO AUSTRALIA IN 1931

1931 is the date which, with the co-operation of the Colonies concerned would be feasible for the extension of London-India route to Australia, and the operation of a regular service.

As far as people at home are concerned, the mystery section of the route is that embracing Singapore. All that is known in London is that Malaya as a whole considers the subsidy which would make possible the working of the route, according to the estimate of Sir Eric Geddes, as somewhat excessive.

Meanwhile progress on the South African route has been pushed ahead, and it is confidently believed that this will be running by the end of 1930.

NO LOVE-MAKING

PRINCE OUT TO MAKE A FORTUNE FIRST

A "STAR" JUST A FRIEND

Meet a Prince who has turned his back on romance, who prefers work to love-making, and who has taken off his coat, rolled up his sleeves, and is making good as a mechanic.

Prince Louis Ferdinand, son of the ex-Crown Prince of Germany, whose reported engagement to Miss Lili Damita, the beautiful film "vamp," is officially denied, has no place in his time-table for romance.

He intends first of all to become a millionaire by his own unaided efforts. Perhaps then—but certainly not till then—he will think about marriage.

"I am not in love with anybody," the Prince told a press representative. "I have not the slightest idea when I shall marry. At present I am too engrossed in my work to consider even the possibility. I want to prove that a prince can earn his living with his hand."

Only Friends

The story of Prince Louis's reported infatuation for Miss Damita arose from the fact that he chatted with her during a visit to Hollywood longer than he did with other stars.

"Miss Damita and I are merely good friends," he said. We like each other, but there has certainly been no talk of marriage."

Prince Louis, who has obtained a position with the Ford Company, leads a Spartan-like existence for a young gentleman of Royal blood. He lives in a tiny apartment in a small hotel, and earns under \$15 a week.

At eight o'clock every morning he goes to his work in a suit of grimy overalls. From then till knocking-off time he is hard at his job.

Prince Louis was studying political economy at the Berlin University in 1927 when he first met Lili Damita.

When shortly after Miss Damita went to America the Prince followed, it was said that he was madly in love with her.

LACK OF LEADERS

"We need men more than ever, and what we especially need is men of middle life, or beyond it, who are qualified to be leaders in educational, political, scientific, or artistic life. Why are we lacking in men of that type to-day more than was the case in earlier days? The reason is simply the war. Men who ought to now be in middle life and leading us, gave their lives for their country on the field of battle, and their places are difficult to fill."

"It is for you to make good this deficiency."

These words were uttered by Lord Davidson, the ex-Bishop of Canterbury, in addressing the boys of Cranleigh School, Surrey. His Lordship declared open additional accommodation at the school, including the Connaught Buildings, the speech hall, presented by Viscount Devonport (vice-chairman of the school council), the library, presented by Mr. J. W. Williams, an old Cranleigh man, and new entrance gates, presented by Earl Middleton (chairman of the school council).

Earl Middleton, presiding at the prize distribution, said they had no reason to apologise for what Cranleigh had done in the past. They believed that that day ushered in a glorious future.

The headmaster, the Rev. H. A. Rhodes, stated that \$1,375 had been received of \$2,220 required for a new organ in the chapel.

Lord Devonport, in thanking Lord Davidson, mentioned that he went to Cranleigh school in 1867. It was due, he said, to Dr. Merriman, the first headmaster, that he entered commercial life.

Lord Devonport unveiled a portrait in oils of Dr. Merriman who was headmaster from 1865 to 1892.



The Doctor Knew

"Take my advice, Private Smith; your trouble is 'liver,' so use Pinkettes, and that gloomy, dismal, don't-want-to-work feeling of yours will quickly disappear!"

If, like Private Smith, you are troubled with liver torpidity, feel lazy, inefficient, constipated, head-achy, "blue," just take a little dose of Pinkettes to-night, and you'll surely feel 100 per cent. brighter, better, and more efficient in the morning. Of chemists everywhere—Pinkettes, 50-cents the vial.

FIRST GRENADIER

NEW RESTING PLACE IN FRANCE

NAME STILL CALLED OUT

The silver casket containing the heart of La Tour d'Auvergne has been transferred from the Caveau des Gouverneurs in the Church of Saint Louis to the Chapel of Saint Gregory, under the Dome of the Invalides. The casket was carried to its final resting place by officers of the 46th Regiment of the Line, in which La Tour d'Auvergne served as "Le Premier Grenadier de la Republique" after his refusal to accept promotion from the rank of Captain.

La Tour d'Auvergne, upon whom Napoleon, as First Consul, has conferred the title of Premier Grenadier de la Republique on Florea 5, Year VIII (April 5, 1800) in recognition of a long series of feats of arms, acts of personal bravery and self-sacrifice of the most remarkable description, was killed at the Battle of Odenhausen in Bavaria, June 27, 1800. A special order was issued to the French Army announcing and deploring his death. To this day his name is always called in the roll-call of the 46th Regiment and is answered by a sous-officier with the reply: "Mort sur le champ d'honneur."

JASPER PARK

BUILDING OF MOTOR ROAD PROMISED

Jasper Park, Alberta, Aug. 15. Maligne Lake, the largest glacial fed lake in the Rocky Mountains and accessible now only to trail riders and hikers, may be reached by automobile next summer. Hon. Charles Stewart, Minister of the Interior in the Canadian Government, who has left Jasper for Vancouver and Victoria after several days in the National Park, stated before he left that he would ask for an appropriation for the building of a motor road.

GRAVE DIGGERS

New York, August 10. A number of corpses lay on the ground as a result of a grave diggers' riot at Calvary cemetery, Brooklyn.

The grave diggers, who have been on strike for a week, greeted a lorryload of strike breakers with a volley of stones and lumps of earth. One of the latter fired back and killed a striker.

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"TRIUMPH"

the Motor that never fails you

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CINEMA, LADIES' LOUNGE, PALM COURT.

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The China Mail

ESTABLISHED
1845

HONG KONG, WEDNESDAY, SEPTEMBER 18, 1929.

"OVERLAND CHINA MAIL"

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THE WEEK'S NEWS

ILLUSTRATED.

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LONDON SERVICE.

"HECTOR" 2nd Oct. Marseilles, London, Harwich, & Glasgow
"MINELAND" 15th Oct. Marseilles, London, Harwich, & Glasgow

LIVERPOOL SERVICE.

"OANPA" 20th Oct. Genoa, Harwich, Liverpool, & Glasgow
"ALTOYICUS" 20th Nov. Genoa, Harwich, Liverpool, & Glasgow

NEW YORK SERVICE.

(with transshipment at Singapore).
Leaves Hongkong Leaves Singapore Arrives New York
"HECTOR" 2nd Oct. "PYRRIUS" 14th Oct. 21st. Nov.
"AENEAS" 29th Oct. "DARDANUS" 11th Nov. 19th Dec.
Hongkong to New York 51 days.

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TATHYRIUS" 5th Oct. Victoria, Vancouver & Seattle
"TAXON" 20th Oct. Victoria, Vancouver & Seattle

INWARD SERVICE.

"AENEAS" Due 19th Sept. For Shanghai, Taku & Dairen
"TAXON" Due 20th Sept. For Shanghai, Taku & Yokohama

PASSENGER SERVICE.

"AENEAS" 21st. Sept. Shanghai, Taku & Dairen
"HECTOR" 2nd Oct. Singapore, Marseilles & London
"AENEAS" 29th Oct. Singapore, Marseilles & London
Also cargo steamers with limited passenger accommodation at specially reduced fares.
For freight, passage rates and information apply to:-
Butterfield & Swire,

POST OFFICE NOTICE.

An airmail for London will be closed at 5 p.m. on Friday, 20th September. Letters must be posted over the counter of the General Post Office and must be superscribed "Air-mail" and fully prepaid at the rate of 20 cents per half ounce in addition to the usual postage for letters. No insurance will be available but letters may be registered.

INWARD MAILS.

From	Per
THURSDAY, SEPTEMBER 19.	
Australia and Manila	Aki Maru
Shanghai and Amoy	Luchow
FRIDAY, SEPTEMBER 20.	
Java	Benlomond
Europe via Negapatam (Letters only, London, 22nd August)	Namsang
Japan and Shanghai	Kitano Maru
SATURDAY, SEPTEMBER 21.	
U.S.A. (San Francisco, 23rd Aug.), Honolulu, Japan and Shanghai	President Polk
SUNDAY, SEPTEMBER 22.	
Manila	President McKinley
Manila	Empress of France
Europe via Negapatam (Papers only, London, 22nd August)	Seattle Maru
MONDAY, SEPTEMBER 23.	
Japan	Kanagawa Maru
U.S.A. (San Francisco, 30th Aug.), Honolulu, Japan and Shanghai	President Jefferson
U.S.A. (San Francisco, 28th Aug.), Honolulu, Japan and Shanghai	Siberia Maru
TUESDAY, SEPTEMBER 24.	
Japan	Tango Maru
Japan and Shanghai	Sphinx
WEDNESDAY, SEPTEMBER 25.	
Swatow	Cremer

OUTWARD MAILS.

For	Per
WEDNESDAY, SEPTEMBER 18.	
Amoy	Liangchow 330 p.m.
Sam Shui and Wuchow	Kong Ning 4 p.m.
Amoy and Japan	Tilawa 5 p.m.
Manila	Tacoma 5 p.m.
THURSDAY, SEPTEMBER 19.	
Hoihow, Pakhoi and Haiphong	Menado Maru 830 a.m.
Java via Batavia	Tjibodas 1030 a.m.
Shanghai	Glenluce 2 p.m.
Swatow	Hydrangea 230 p.m.
FRIDAY, SEPTEMBER 20.	
Hoihow, Pakhoi and Haiphong	Chengtu 930 a.m.
Japan	Aki Maru 930 a.m.
Swatow, Amoy and Foochow	Hai Ning 2 p.m.
Air Mail for London	Kitano Maru 3 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles	Kitano Maru (Due Marseilles, 20th Oct.)
K.P.O.	G.P.O.
Registration Sept. 20, 4.30 p.m.	Registration Sept. 21, 8.45 a.m.
Letters Sept. 21, 9 a.m.	Letters Sept. 21, 9.30 a.m.
SATURDAY, SEPTEMBER 21.	
Amoy and Japan	Namsang 5 p.m.
Manila	President Polk 5 p.m.
SUNDAY, SEPTEMBER 22.	
Bangkok via Swatow	Kiangsu 9 a.m.
Swatow, Amoy and Formosa	Hozan Maru 9 a.m.

*Superscribed correspondence only.

"ALL OVER 20 CENTS"

CHINESE FACES MURDER CHARGE

WANCHAI INCIDENT

Two Chinese of the coolie class who had a row over 20 cents on July 25 at Cross Street, Wanchai, resulted in the death of one, and the alleged assailant was this morning arraigned before the Chief Justice, Sir Henry Gollan, and a jury, at the Criminal Sessions on a charge of murder.

Mr. H. Somerset Fitzroy prosecuted on behalf of the Crown and the defence is being conducted by Mr. Hing Shing-ko, instructed by Messrs. Hastings, Denny and Fowler.

The accused, Yung Kwai-tung, alias Lau Sun-ting, is charged with having stabbed to death a man called Ah Choy. Prisoner entered a plea of "Not Guilty."

Case Outlined
According to Mr. Fitzroy, it appeared that the murdered man was a banished from Singapore; he having served several terms of imprisonment there. On the day in question the murdered man was squatting alongside a food stall in Cross Street having his meal. It was between 4 and 5 p.m.

Evidence would be called to show that a man came from behind and spoke to Ah Choy. Then a blow was struck with a weapon. The street was crowded at the time and the incident was not noticed by many people. The person who had struck the blow then went toward Stone Nullah lane, and the victim went into Tai Yuen Street. Certain witnesses would be called to say that the man who dealt the blow was dressed in a dark Chinese jacket.

First Aid Rendered
Continuing, Mr. Fitzroy said that the man who received the blow collapsed outside house No. 12 in Tai Yuen Street. A crowd gathered and someone tried to stop the bleeding with Chinese medicine. One man, Philip Chang, came on the scene with a first aid box and tried to assist the wounded man. The man, however, died.

The Police traced the prisoner to his lodgings. He was, however, not to be found there, and a few hours later, he was found by some of his room-mates near the Wanchai Post Office.

Prisoner's Admission
Tracing the motive for the crime, Mr. Fitzroy said that evidence would be produced to show that three days previous to the assault, prisoner and the victim had a quarrel over 20 cents which the latter owed the prisoner.

Prisoner, when charged on July 25, had admitted that he had a row with the murdered man and it was the latter who had struck him first. He then used a knife to strike the other man.

The shave of the wound on the murdered man's chest was like a half-moon. It was struck with considerable force, and the point of the weapon went through the lungs into the heart.

Case proceeding.

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Case proceeding.

GIANT OIL TANK

ABLAZE

A WAVE OF FIRE

SPECTACULAR CONFLAGRATION

ON SULPHUR MOUNTAIN

ENORMOUS DAMAGE

London, Yesterday.

Half-a-million gallons of paraffin in a giant oil tank belonging to the Anglo-American Oil Company is ablaze in the great depot at Salt End Hall.

Tons of chemical oil-fire extinguisher are being poured on the fire which, it is feared, will involve the adjoining tanks.—Reuter.

Oil Field Threatened

San Francisco, Yesterday.

The Ventura Avenue (California) Oilfield is threatened by an advance on a two-mile front of a roaring wave of fire which swept down Sulphur Mountain.

The flames attacked a tank containing 11,000 barrels of oil en route. The oil boiled over and flowed down Sulphur Mountain.

The damage is estimated at five million dollars (Gold).—Reuter's American Service.

FINE

To-day's weather report from the Royal Observatory states: The anti-cyclone is now central in the Pacific to the east of Tokyo.

The typhoon is situated about 180 miles E.N.E. of Manila, moving W. or W.N.W.

Forecast:—N. E. winds, moderate; fine generally.

OPIUM PROBLEM

DRASTIC LIMITATION OF

DRUGS URGED

MEDICAL WEEDS ONLY

GENEVA, Yesterday.

At a meeting of the Opium Committee, Dr. C. C. Wu, delegate for China, urged a drastic limitation of the manufacture of narcotics to medical and scientific needs.

Mr. Noel Baker (Britain) demanded the strengthening of the opium section of the League, and the withdrawal of licences in cases of abuse of the convention.

He also submitted a resolution that countries manufacturing morphine, heroin, and cocaine should confer so as to fix an annual quota to be manufactured.—Reuter.

DEGREES

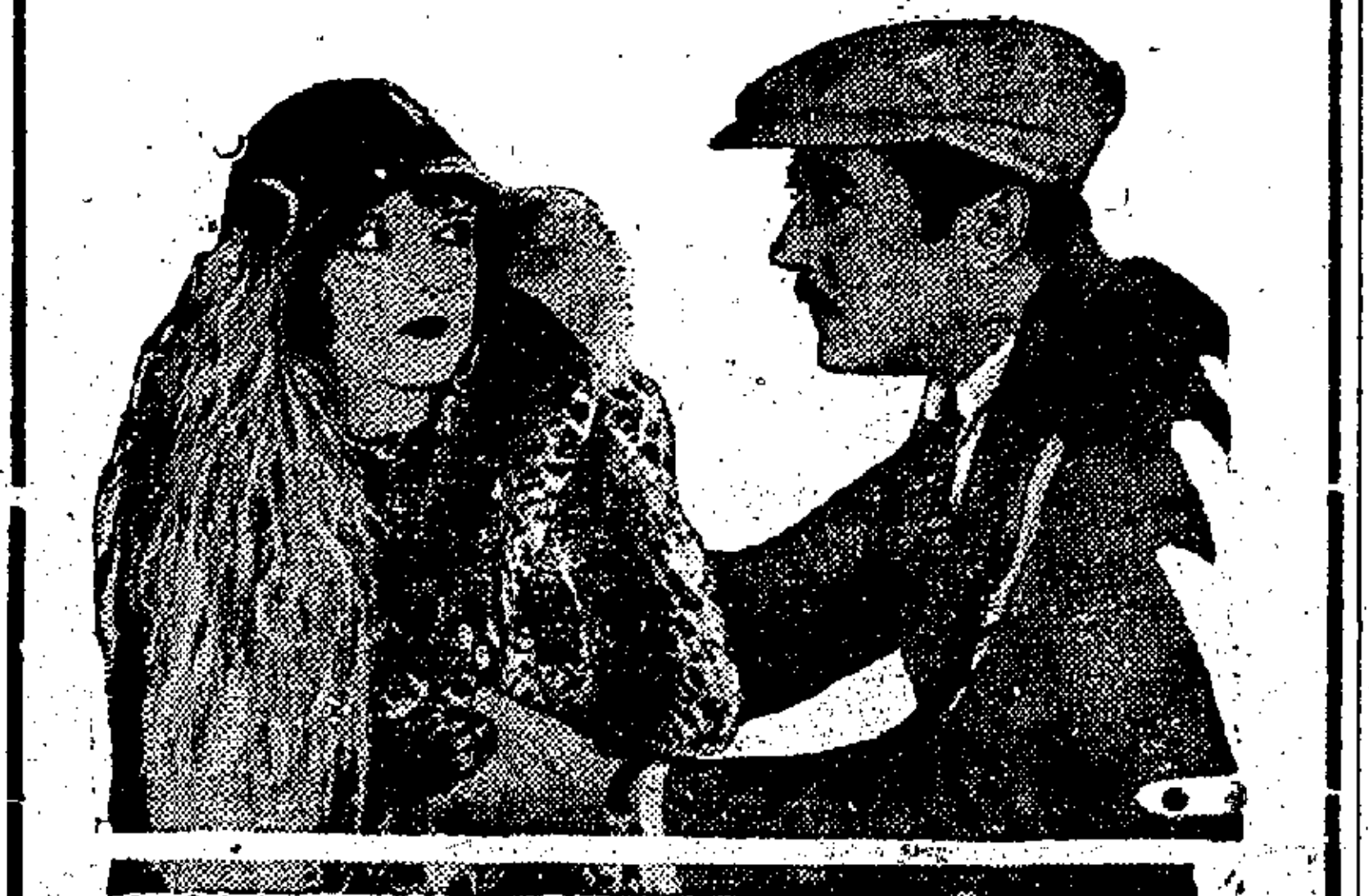
Temperature, 10 a.m., to-day

Temperature, 4 p.m., yesterday

Humidity, 10 a.m., to-day

Humidity, 4 p.m., yesterday

TO-DAY ONLY AT 2.30, 5.20, 7.15 & 9.15 p.m.



VIOLA DANA in "Naughty Nannette"

A Sparkling Comedy-Romance. The love story of an Extra Girl willing to take a chance but not to buy Success.

ADDED ATTRACTION — 7.15 & 9.15 p.m. performances —

NINA ET JACQUES POPULAR DANCERS

AT THE MAJESTIC

Nathan Road Kowloon.

CRUISER STRENGTH

JAPAN'S ATTITUDE TO THE CONVERSATIONS

WILLING TO SCRAP 17,000 TONS

Tokyo, Yesterday.

Reuter's authoritative survey of the Anglo-American naval conversations has been received in official quarters without surprise.

Since Mr. Matudaira has been thoroughly informed of the progress of the MacDonald-Dawes conversations he has kept the Government fully informed.

Responsible officials decline to comment on the details of the Anglo-American compromise, although authoritative quarters indicate that its nature and scope place no great difficulties in the way of Japanese adherence.

Circles outside the Navy, notably the Press commentators, display some disappointment that the scale of Anglo-American cruiser limitation means further building instead of reduction, if Japan is to maintain her desired 70 per cent.

The Cabinet's regular meeting this morning was largely occupied with the naval question, upon which Admiral Takarabe and Baron Shidehara reported the outcome, though the Cabinet's deliberations have not been divulged.

After the meeting Mr. Hamaguchi further conferred with Admiral Takarabe.

The afternoon vernacular papers publish the purported outline of Admiral Takarabe's statement before the Cabinet which authoritative quarters close to the Admiral partially confirm.

The statement is that first, Japan is prepared to consider favourably the extension of a capital ship holiday until 1936. Secondly, Japan must consider the American first-class cruiser strength, if carrying 8-inch guns, as the standard for her claim of 70 per cent. Hence, she must build two cruisers beyond the current programme if the American limit is placed at eighteen 10,000-ton ships, or four, if set at twenty-one.

Thirdly, Japan is willing to scrap approximately 17,000 tons of destroyers, leaving her 105,000 tons. If the Anglo-American limit is fixed at 150,000.

Fourthly, Japan is opposed to abolition or drastic reduction of submarines, which she considers the most effective defensive weapon against a superior fleet.—Reuter.

Invitations Being Issued

London, Yesterday.

Mr. Ramsay MacDonald is sending invitations to the French, Italian and Japanese Governments to participate in the five-Power conference on naval disarmament which is intended to meet in London in the third week of January, 1930.

The United States Government will issue similar invitations.

These governments will submit to the conference details of the preliminary proposals, and those invited will be notified that a favourable result cannot be obtained without their full and sympathetic co-operation, especially on the question of limiting the tonnage of destroyers and submarines.—Reuter.

MINE EXPLOSION

FIFTEEN DEAD IN COLLIERY DISASTER

WORST FOR YEARS

Paris, Later.

Fifteen men are now stated to have been killed in the explosion at St. Charles Colliery, Petit Rosselle.—Reuter.

Earlier Cable

Cologne, Yesterday.

Twelve people were killed, 30 seriously injured, and several are missing in a series of fire-damp explosions at St. Charles colliery at Petit Rosselle.

This was one of the worst disasters for many years in the Lorraine coalfield. The first explosion occurred on Sunday, and two more yesterday, while eighty men were working to repair Sunday's damage. The explosions yesterday were very violent, and destroyed the shaft, the electricity works, and the boiler-house. The pit is now afire.—Reuter.

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HEART of a NATION

A picture that will stir you to the depths!

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FINAL SHOWINGS TO-DAY

At 2.30, 5.10, 7.15 & 9.20.

THE SUPERB GERMAN FILM!

The Emden

AT THE

WORLD

FINAL SHOWINGS TO-DAY

CONTINUOUS PERFORMANCE

DAILY FROM 1.15 TO 11.15.

MAN, WOMAN AND SIN

JOHN GILBERT'S FINEST dramatic role

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At 5.30 & 9.20.

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